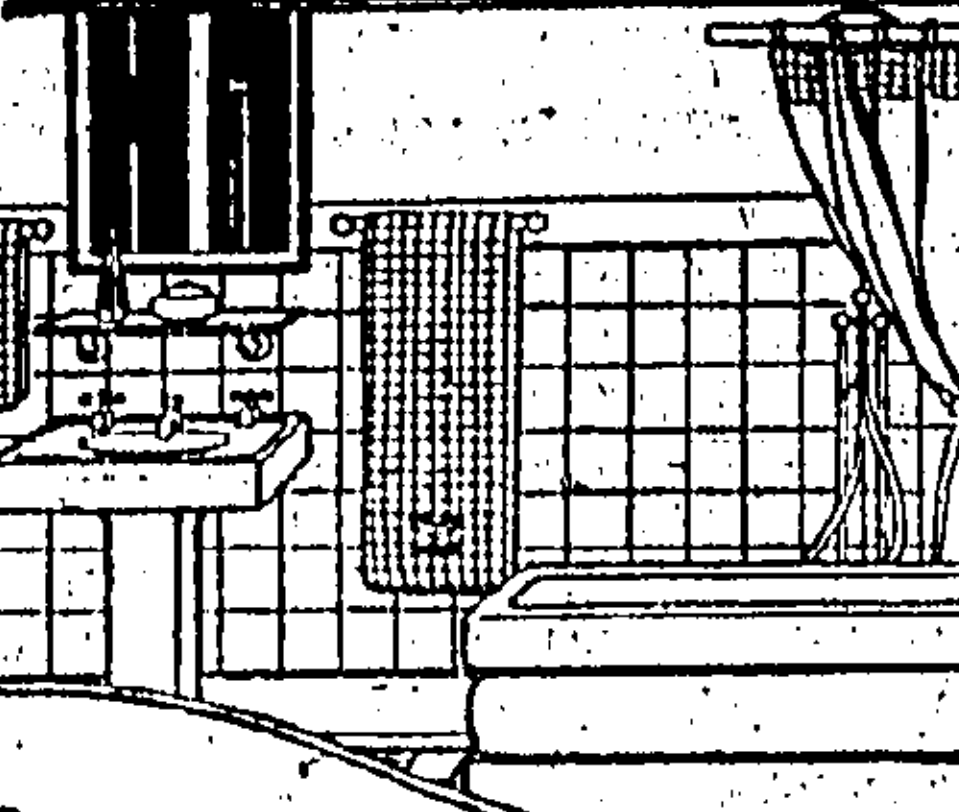


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### GRAND NATIONAL DESCRIBED.

ONLY TEN FINISH OUT  
OF SIXTY-SIX.

AMERICAN FAVOURITE LOSES  
AT LAST FENCE.

STORT BREAKS NECK.

London, Mar. 22.  
All records were broken in the Grand National at Aintree to-day when no fewer than sixty-six horses went to the starting-gate for the famous race. There was a huge crowd, of a size seldom exceeded, a large contingent of Americans being present in the hope of seeing the favourite, Easter Hero, win the great event for Mr. Whitney, an American owner.

There seemed every prospect of an American victory too, for Easter Hero led practically from start to finish of the long course jumping perfectly. He was beaten in the last two fences from home, however, by an absolute outsider, Gregalach, which completed the course with a great burst of speed which gave it an advantage of six lengths.

Easter Hero and Gregalach were way in front of the rest of the field.

Many Falls.  
Only ten of sixty-six starters finished the course, there being many had falls.

Start crushed early on and broke its neck, but this was the only serious injury. Many jockeys were thrown at the first fences, where the obstacles proved too great for many of the entries, but none of them was seriously hurt.

Easter Hero was the first to break the line, and the horse went away in fine style leading the field all the way up to the fourth fence, with Sandy Hook and Richmond II, lying second and third respectively.

As the runners, or those that were left, came on to the race-course, Easter Hero was in front well clear of Sandy Hook and Grakle, with Beech-martin, Richmond II, and K. C. B. next.

Great Battle.  
Richmond II moved up to Easter Hero soon after Valentine's Brook had been successfully negotiated.

Four fences from the post Easter Hero was leading by a length from Richmond II and Gregalach which had come up from the rear in great style. Tense excitement marked the final stages. Richmond II began blundering and allowed Gregalach to take second place.

Gregalach closed with Easter Hero two fences from home and took the lead over the last obstacle, and drew away on the flat with a fine burst.

Easter Hero was six lengths behind, and Richmond II was a bad third. Melleray's Belle was fourth, May King fifth, Grakle sixth, D.D.B. seventh, Delorue eighth, Kilbairn ninth and Camperdown tenth. These were the only starters to finish the course.

The Result  
Gregalach's time was 9 mins. 47 2/5ths seconds for the course of 4 miles 856 yards.

The result was:  
Mrs. Gommell's Gregalach (11st. 4lb.) (Everett) 1  
Mr. Whitney's Easter Hero (12.7) (Moloney) 2  
Mr. McAlpine's Richmond II (10.6) (Stott) 3  
Also Ran—  
Bright's Boy.....Escott.  
Koko.....Duffy.  
Great Swan.....Payne.  
Trump Card.....Morgan.  
Grakle.....Hamoy.  
Mount Etna.....Foster.  
Billy Barton.....Gullinan.  
Lloydio.....F. Rose.  
Arden.....Lyall.  
The Ace II.....Evans.  
May King.....F. Gurney.  
Carfax.....Basson.  
Lord.....Weber.  
Master Billie.....Rayson.  
Strun Prince.....W. Gurney.  
Le Touquet.....Toadale.  
Overdraft.....Bennet.  
Stort.....Chisman.  
Rampant.....Misa.  
Ardon's Price.....Thrale.  
Tipperary Tim.....Dutton.

### MRS. DYNE'S DEALS IN FRANCS.

THOUGHT SPECULATION AN  
"EASY THING."

HUSBAND'S MONEY.

London, Mar. 22.  
The public examination of Mrs. Bradley Dyne, whose dealings in francs involved various foreign Office officials, was held in the London Bankruptcy Court to-day. Debtor's statement of affairs showed liabilities totalling £41,466, with assets nil.

Cross-examined, Mrs. Bradley Dyne said she managed, under a power of attorney, the affairs of her husband, who was a sculptor and who chiefly resided and travelled abroad as a King's Messenger.

Her transactions were mostly in her own name, her husband being most decidedly not a business man.

She was interested in investments, and she began to speculate in January, 1924. She then had £10,000 worth of her husband's securities in her own name, whilst she herself had only £5 worth of War Bonds.

She was not afraid to speculate, because she did not anticipate losing. She knew no more about foreign currency than other people, but they were making money, and, as no security or margin was required, "I thought it was an easy thing,"—*Reuter.*

### POSSIBLE AMERICAN INCURSION.

DANGERS OF THE MEXICAN  
REVOLUTION.

Washington, Mar. 22.  
The possibility of an American incursion into Mexican territory is admitted by Mr. Frank B. Kellogg in the course of a statement of the attitude of the American Government towards the Mexican Revolution.

There is danger that the fighting now going on between the Mexican Government troops and the insurgents may lead to fighting near the border and the United States Government considers it has a perfect right to prevent the firing of shells over the border, which obviously might endanger American lives and property.

"The U. S. Government is fully prepared to take whatever steps may be needed to put an end to such actions."

The Commanders of the American troops on the Mexican border have, it is understood, received instructions to this effect, and will act as circumstances demand.—*Reuter's American Service.*

### DANUBE BLOCKED BY ICE.

MUCH DAMAGE CAUSED BY  
FLOODS.

Buda Pest, Mar. 22.  
Masses of ice released by the sudden rise in temperature have floated down the Danube and become jammed between Nagymaros and Kismaros, piling up to the height of a two-storey house.

The waters have in consequence become dammed up and the river has overflowed to the adjoining country, carrying great blocks of ice.

House and farm buildings have been swept away, as well as trees. Assistance is being rushed from Buda Pest, and Pioneers are trying to dynamite the ice jam.—*Reuter.*

Shanghai Electric Department.

AMERICAN FIRM'S TENDER  
RECOMMENDED.

Shanghai, Mar. 22.  
The Committee appointed to report on the offer for the purchase of the Municipal Electric Department has recommended the acceptance of the bid of the American and Foreign Power Company.

This Company, which is a subsidiary of the Electric Bond and Share Company of New York, offered Tls. 31,000,000 "under the terms and conditions of the Memorandum of Franchise."—*Reuter.*

### FENG YU-HSIANG'S ATTITUDE.

NANKING SATISFIED OF  
LOYALTY.

REPORTED UNDERSTANDING  
WITH YEN HSI-SHAN.

TO ACT IN CONCERT.

Shanghai, Mar. 22.  
Reuter is informed that no political significance is attached to the resignation of Marshal Feng Yu-hsiang from his post as Minister for War, in view of the fact that he has recommended his Chief of Staff, Gen. Lu Chung-lin to succeed him.

It is also reported from Honan that Feng Yu-hsiang needs rest in order to recuperate.

Furthermore, Honan delegates have been regularly attending the meetings of the Third National Congress of the Kuomintang, while Marshal Feng Yu-hsiang, in a telegram to Nanking dated March 20th, declares his adhesion to the decisions of the Disbandment Conference, stating that in accordance therewith, the headquarters of the Second Army, of which he is the Commander, have been abolished.—*Reuter.*

Yen's Overtures.  
A report which may or may not be to the contrary reaches us this morning from Chinese sources, stating that Marshal Yen Hsi-shan, the Shanai leader, has sent delegates to Feng Yu-hsiang in connexion with the Hunan affair.

It is understood that Marshal Feng has arrived at an understanding with Yen Hsi-shan, whereby the two will adopt an identical course of action in the event of an outbreak of hostilities between Hunan and Nanking. What course they are likely to follow is, however, not indicated though the conference is regarded as significant in view of a supposed understanding between Yen Hsi-shan and the Manchurian leaders.

If the attitude of Feng and Yen is sincere, says a Chinese political observer, their joint effort may produce far better results than the best efforts of the Moderate politicians.

Alliance With Manchuria?  
Marshal Feng Yu-hsiang is the military chief governing Honan, Kansu and Shensi Provinces, whilst Yen, as governor of Shanai Province, also commands the Nationalist troops in Peking and Tientsin.

Since the conclusion of the Disbandment Conference Marshal Yen has lived quietly in Shanai and has made no statement regarding the Nanking-Wuhan quarrel. Another factor which must, however, be borne in mind is the fact that Marshal Yen has always been on good terms with General Chang Hsueh-liang, and it is conjectured that troubles should break out and the troubles should extend to North China, an alliance of Manchuria and Shanai is likely.

Judging by the past, Marshal Yen is a lover of peace. That he is trying his best to stop the threatening war between Nanking and Wuhan there can be little doubt.

Pressure Possible.  
A Peking report hints the possibility that Marshal Yen and Feng will issue a joint telegram soon, urging the Central Government to come to terms with Hankow and to avoid further strife in China.

General Shang Chen, the Chief Lieutenant of Marshal Yen, now in Tientsin, when interviewed on the subject of the imminence of war, declared that Shanai sincerely hopes that Nanking will come to an agreement with Hankow, but, added General Shang, if war is inevitable, it is hoped North China and particularly Peking and Tientsin will not be involved.

Woosung Incidents.  
When the Japanese steamer Daikoku Maru arrived at Woosung yesterday afternoon, a detachment of Chinese soldiers attempted to board the vessel with the object of arresting General Pei Chung-

Continued on Page 16.

### INDIAN PEASANT OUTRAGE.

BRITISH OFFICER MISSING  
FEARED KILLED.

MURDEROUS ATTACK.

Patna, Mar. 22.  
As the result of an agrarian riot in the State of Dummraon, two officials were shot dead, and six others were injured. The leader of the official party, a British officer named Captain Duff, is missing and it is feared he is dead.

According to meagre reports received, five hundred armed men attacked the body of officials under Captain Duff, who were inspecting land which was to be put up for auction.

The District Magistrate, on hearing of the trouble hastened to the scene with a body of police and quelled the disturbance, but failed to find Captain Duff.

It is feared from the evidence of the officials that he has been beaten to death by clubs.—*Reuter.*

Workers Clash With Police.  
Bombay, Mar. 22.  
There is considerable unrest among the labouring population owing to Wednesday's arrests.

The mill strike situation is improving, but the trouble is spreading to the railway workshops at Matunga, whence numerous workers went in procession through the streets and came into conflict with the police. Six of the workers were slightly injured.

Troops and police are patrolling the mills and railway workshops.—*Reuter.*

### AUSTRALIAN FLIERS COME TO GRIEF.

FORCED DESCENT IN FLIGHT  
ACROSS EGYPT.

Cairo, Mar. 22.  
Mishap to-day befel the attempt of Flight Lieutenant Moir and Flying Officer Owen to fly to Australia in twelve days.

They were on their way from Benghazi to Ramleh to-day when engine trouble developed, and the Australian airmen made a forced descent, the machine landing badly in the open country and being damaged. Fortunately, the airmen escaped without injury.

The plane "crashed" at Mer-samatruh, and both airmen are, therefore, safe.

It is not definitely known whether there is any prospect of effecting repairs to the machine, enable a resumption of the flight, but the brief details of the accident received at Cairo seem to suggest this is out of the question.—*Reuter.*

FRENCH RELIGIOUS  
ISSUE.

THE MISSIONS TO RESUME  
ACTIVITIES?

Paris, Mar. 22.  
The Government, by making it a question of confidence, obtained by 334 to 242 votes, the decision of the Chamber to discuss the Bill authorizing nine missionary congregations to re-establish seminaries in France, and also for the restoration of certain properties to the Church.

M. Briand contended that the new legislation proposed conformed with the terms of the existing Acts, and said he was prepared to support non-Catholic religious missions when it was shown that they did useful work for France abroad.—*Reuter.*

The Rev. Father Byrne based his address on the words: "But man, when he shall be dead and stripped and consumed, I pray you where is he?"—Job. XIV. 10. He said:

Ferdinand Foch, Marshal of France, is dead. Within a few hours of his death, the world knew it. For an hour or two in Paris, the wheels of commerce will pause; the streets will be crowded; the crowds will have thoughts of pleasure or of gain. The cities of Europe will have sent of their best to walk in funeral procession behind military bands, which play solemn music—music of muffled drums.

It is full daylight, yet the vast throng of people are moving, in twilight, the twilight of overshadowed hearts. "A tree hath hope; if it be cut, it groweth green again. . . . but man when he is dead, and stripped and consumed I pray you where is he?"

Friends, who have wept over your departed friend, at the sight of his frail form upon his grave, but you will know that fragrance and odour of touch are for the living sense not for the soulless body in the tomb. The effects of death are irrevocable.

Continued on Page 9.

### FOCH MEMORIAL SERVICE.

CATHOLIC CATHEDRAL  
REQUIEM MASS.

GLOWING TRIBUTE PAID BY  
FATHER BYRNE.

GOVERNOR PRESENT.

In memory of the late Ferdinand Foch, Marshal of France and Generalissimo of the Allied Armies in the Great War, a service arranged by the French representative in this Colony (Consul Dufau de la Prade) was held at the Roman Catholic Cathedral at 10 o'clock this morning. It took the form of a High Pontifical Requiem Mass to which an international character was given by the participation of a large number of priests of different nationalities and the presence amongst the congregation of the Consul Body, Government officials and representatives of the various communities of the Colony.

Bishop Henry Valtorta, the Vicar Apostolic of the Colony, officiated at the altar, and he had as his assistants, Fr. Biotari, a French cleric, and Fr. Noval, Head of the Spanish Dominican Mission in Hongkong. Included the large assembly of other religious present were Fr. Parissotti, Chaplain to the Forces, and Fr. Kozel, a Jugoslavain.

Impressive Scene.  
Rarely has such an impressive scene been witnessed in the Cathedral. In the dim light filtering through the stained-glass windows, the catalogue embodying the vision of the remains of the dead Marshal lying in his coffin, stood out in strong relief, surrounded by a row of lighted candles before the altar.

Palustrina's Requiem, with its wealth of expression, was chosen for the service, being chanted by the officiating priests from the altar and taken up in the responses by the voices of other priests from the choir at the far end of the Cathedral.

The service was divided into three main parts, the High Requiem Mass, the address delivered by Fr. G. Byrne, S.J., and the blessing of the Catafalque. Chopin's Funeral March, played by Maestro Riganli on the grand organ, brought an impressive service to a close.

Amongst those present were M. Dufau de la Prade, His Excellency the Governor (Sir Cecil Clement K.C.M.G.) accompanied by Captain F. G. Sillitoe, A.D.C.; representatives of the Government and of the Consul Body, the Sisters of the various Religious Orders established in the Colony, as well as many members of the general public.

A most inspiring address was made by Fr. G. Byrne, S.J., during the service, in the course of which reference was made to the fact that the speaker was, in his early days, a fellow-student of Marshal Foch's brother.

The Address.

The Rev. Father Byrne based his address on the words: "But man, when he shall be dead and stripped and consumed, I pray you where is he?"—Job. XIV. 10. He said:

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Continued on Page 9.

## Bulls and Inners

From the Office Butts.

Thus the *Sunday Herald*, commencing an editorial:—"In his wisdom Rudyard Kipling coined the much-quoted phrase: 'For ways that are dark and tricks that are vain.' Have a Harte!"

"Amanallah's people were wild at him for proposing to improve the lunatic asylums in the country. Because there are mad people in that country." Help!

This week's cinema sub-title:—"He was as helpless as a trombone player in a telephone box."

For the projection of "Silk Stockings" non-inflammable film was used exclusively.

Fashion experts assert that this year's bathing costumes will be more scanty than ever. We wondered why there was such a big demand for front line matchless this year.

In connexion with next year's celebration of "Dewi Sant," the Welsh National Festival, we understand the matter will come before a suggested Pan-Celtic Pacific Conference.

When some one isn't on the square it often leads to a triangle.

Some of our best friends may have been at Oxford, but some of our closest friends have been Scotsmen.

A lady correspondent writes to complain that the Pedder Street traffic control, persisted in winking at her.

From the balance sheet of the Peak Residents' Association—stand, has been commissioned to "Many Members did not respond to design a self-extending fire-escape the Notice asking for their Subscriptions and it is hoped that this year's response will meet with better results." We sympathize with the Committee in having the responsibility of responding to an unresponsive response!

There seems to be a lot of gas in Parliament about the price of petrol.

Electric Street, Hongkong's newly-named thoroughfare, should be a popular rendezvous for gay sparks.

A beauty parlour is a place where you go to get treatment for inferiority complex.

The originators of the Kellogg Pact seem to have overlooked the little matter of motor-bus concessions as a possible cause of war.

When some ladies advertise for a girlfriend, what they really want is a lion-tamer.

New definition of a third party risk:—A clergyman.

These people who forgo bank-notes have evidently studied commercial art.

A writer in a Home paper says that South China isn't a cattle country. The writer has apparently never tried to board a Ferry during the rush-hour or he would know that he hadn't taken in enough territory.

The average man enjoys thinking he's above the average.

An Englishman met an old Aberdonian friend and they went out together. The Englishman stood the Aberdonian cocktails, afterwards, and a good dinner, afterwards, taking him to the theatre. The Aberdonian stood 5 ft. 10 ins.

Reuter reports that accidental fighting has broken out between Feng Yu-hsiang and Li Chung-zen. We trust that the usual gracious apologies will be forthcoming.

The bathing season has commenced. A motor-car jumped into the harbour on Tuesday.

It's easy to lose your standing by lying.

The craze for speed is increasing. We note that the North China Daily News made Mr. D. G. M. Bernard preside at the Hongkong Chamber of Commerce Annual Meeting!

A man at Kowloon Tong was yesterday found to be suffering from chickenpox.

"Tosh"—You are mistaken. Glen Livid is famed for its eagles and empty whisky bottles.

The Bateman cartoon is yet to be drawn depicting Government employees abating the building dust nuisance in Queen's Road.

Grapefruit is being sent to England in large quantities. The average Briton will soon share with Americans the luxury of the morning shower and breakfast in one.

Brokers are now stamping with glee.

The boy who used to count 100 before fighting now has a son who counts 100,000 before he'll even lace on the gloves.

Judging from the demand for matches, lots of people intend making a real splash this summer.

A scientist says we shall soon be able to eat wood. Good plans food?

Mr. Heath Robinson, we understand, has been commissioned to design a self-extending fire-escape the Notice asking for their Subscriptions and it is hoped that this year's response will meet with better results." We sympathize with the Committee in having the responsibility of responding to an unresponsive response!

The height of determination seems to be represented by the Peckie who ignited a contrary patent-lighter with a match!

Great words of little wits:—"Take a rope with you dear, and give yourself a good pull about midnight!"

From the *Daily Press* Golf Notes:—"Fanning looked as though it would be unplayable and every green had been burned to a slippery brown." For little matter of motor-bus concessions our part would rather have the bunks baked a billous blue!

We notice a reference in the newspapers to a forthcoming "triangular football contest." Needless to say, it's the Rugby code.

Appropriately enough, on the very day that the Commission of Inquiry vindicated the London police, coppers were very popular on the metal market.

The Government, on Tuesday broadcast "General Post" inspired no doubt by the annual leave-taking by Cadets.

According to a novelist, women's clothes express their sentiments. If that's true, some Hongkong ladies seem pretty vague.

According to the *S. C. M. Post*, "we require other strings to our bow, other baskets for our out together. The Englishman stood the Aberdonian cocktails, afterwards, and a good dinner, afterwards, taking him to the theatre. The Aberdonian stood 5 ft. 10 ins."

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*New Process* RECORDS

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STAY OUT OF THE SOUTH
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- 4982 THE BEST THINGS IN LIFE ARE FREE  
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OH, MISS HANNAH

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**KOWLOON BOWLS CLUB.**

INTERESTING DISCUSSION AT  
ANNUAL MEETING.

APPEAL TO MEMBERS.

An appeal to older members to play with the younger members, both in lawn bowls and tennis activities, was made at the annual general meeting of the Kowloon Bowling Green Club, which was held at the club house yesterday evening under the chairmanship of Mr. B. Wylie.

The Chairman, proposing the adoption of the report and accounts, said: Gentlemen,—The Report and Balance Sheet having been in your hands for some time, I feel that it is unnecessary for me to go over the ground again, particularly so in view of the fact that our year's activities were more or less reviewed by me on our "Closing Day," on 15th December. You will note that we have a loss of nearly \$800 on the year's working, and you will also have noted the causes to which your General Committee have attributed this loss. Speaking broadly, the outgoings during the past year have been mostly devoted to the improvement and renewal of our playing greens—a source of expenditure which was inevitable and which will bear its fruit in good season by giving to players the facilities for which this Club primarily exists. Although it does not come within the year's review, you will have noticed that your Committee has re-let the near green, and thus we hope that by the end of the summer this Club will again have two first-class bowling greens.

**Debentures Redeemed.**

While on the matter of finance, I ought to assure members that before the Balance Sheet was prepared a careful scrutiny was given to all outstanding accounts, and that only those accounts which we considered as recoverable were included. Following the recommendations of last year's General Committee, we redeemed 61 Debentures during the year under review. We were able to do this by reason of having a credit balance in the Bank of approximately \$3,000, and the redemption of these Debentures has resulted in a net saving of something like \$180 by way of interest. Members will have noted that our Auditors draw attention to the fact that no provision has been made for depreciation of the Club-house, or reduction of the preliminary expenses, but I think members will hardly need any assurance from me that in view of the fact that this is a new Clubhouse, fully insured and with a long lease of life before it, the question of depreciation scarcely arises at this stage. It is obvious to anyone who has made a careful analysis of the Balance Sheet that when the Club has met the non-recurring expenditure entailed by the renewal of greens, it will be in a good position not only to wipe off its remaining debentures but also to make annual provision for the depreciation of the Club premises. During the year, suggestions have been made that we ought to secure more revenue for the Club by raising our entrance fees and subscriptions, and although this matter might well engage the attention of the incoming Committee, my personal view is that with the disappearance of our present extraordinary expenditure on greens this step will not be necessary.

**The Late Mr. D. Harvey.**

I do not propose to take up your time with a review of the bowls and tennis activities of the Club during the year, because this has already been done both in the Report and on "Closing Day." But, I have one duty—and a sad one—that is to record the deaths of seven of our members since we last met in annual meeting. I refer to Messrs. J. W. Faulkner, T. H. Gosden, J. W. Matthews, D. G. Jones and W. G. Gerard, and since the Report was issued, Capt. F. J. Connolly and Mr. David Harvey. We are still all shocked by the great loss which this Club has suffered by the death of Mr. Harvey. He was, as you all know, a very old member of this Club, and one who by reason of his devoted services was some years ago made a Life Member. Not only had he occupied the Presidential chair, but for the last quarter of a century had served almost without a break on the General Committee. Right up to the very end, all his spare time was given to the service of this Club. Nothing was too much trouble for him, and for the past two years both

(Continued on Page 3.)

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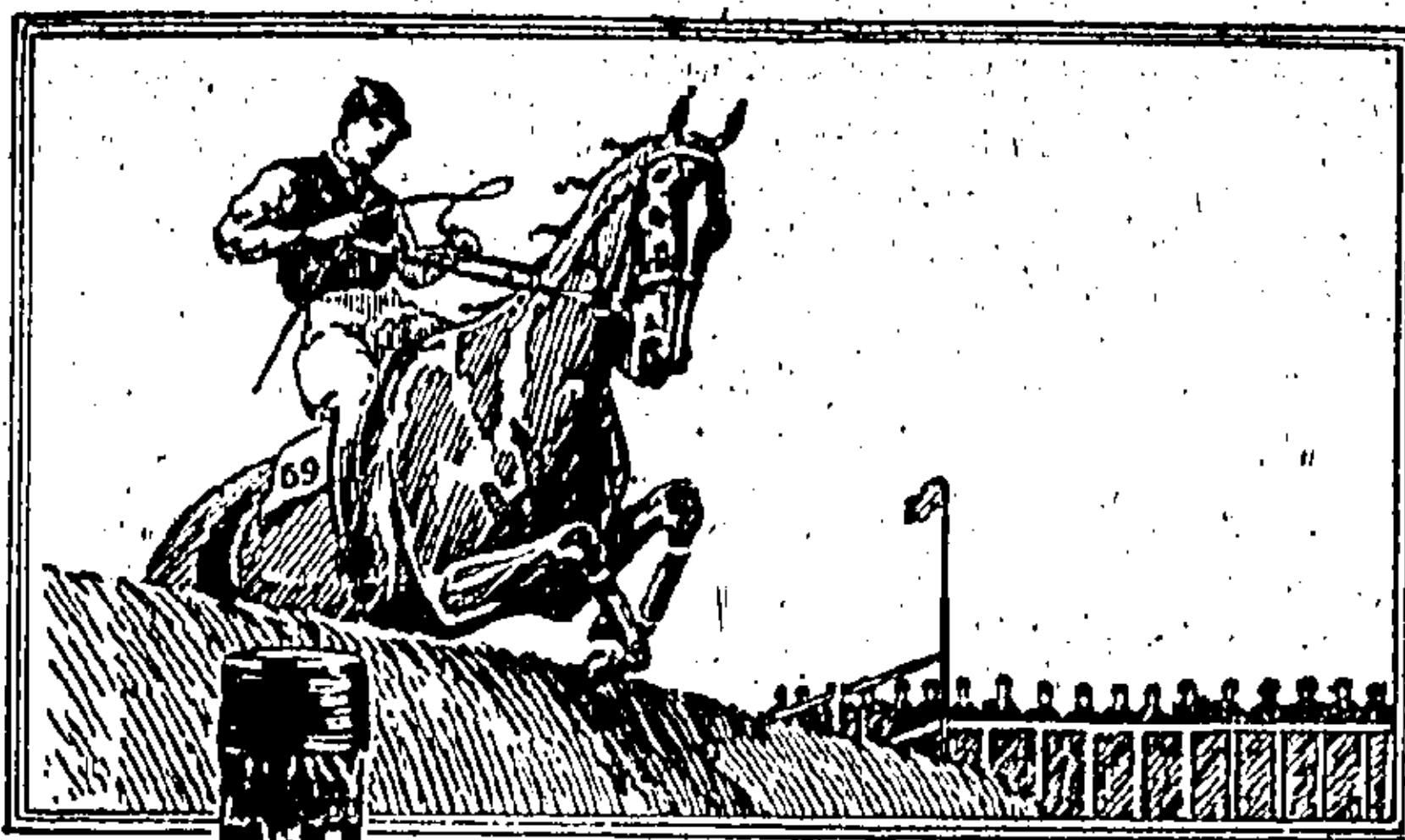
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Extract from leading article in "South China Morning Post" of 12th March, 1929.

pillars? Why is your architecture so strangely mixed? Where are your parks? Why no zoo or aquarium? Where does your flat dweller chop his wood? Why does he burn wood when gas is cleaner?

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## KOWLOON BOWLS CLUB.

(Continued from Page 2.)

He and Mrs. Harvey looked after and arranged the series of evening whist drives which have proved so enjoyable and successful. It is a common knowledge that we owe him a great debt of gratitude for the work he did on the Greens Committee, for he was a lover of flowers and proudly jealous of the beautiful appearance of this Club and its grounds. He was ever a tower of strength on the House Committee, and willingly undertook the supervision of everything which went to make for the comfort and convenience of members. It will be a long time, gentlemen, before we become accustomed to his absence. As this year's President I have gained an even closer realization of his worth and am conscious of a sense of great personal loss. Gentlemen, I ask you to rise and in silence salute the memory of these departed members of our Club.

The members having paid silent tribute, the Chairman proceeded: Gentlemen, so far as I am concerned this has been an easy year for me as President, thanks to the constant loyalty and co-operation which I have received from the members of the General Committee; and more particularly to our Vice President, Mr. Warren, whose help I have very much appreciated; to Mr. Lapsley, our hard-working Hon. Secretary, whose long experience has proved invaluable; and to Mr. Thompson, our Hon. Treasurer, whose improved methods of accountancy have greatly facilitated the working of the financial side of the Club.

### A Playing Centre.

Before I formally propose the adoption of the Report and Accounts, there is one little matter which I have been asked by your General Committee to bring to your notice. Last Monday evening, at a General Committee meeting, complaint was registered at the increasingly large number of amahs and children who make the Club grounds more or less a play centre. Boys have had to be stopped playing on the tennis and climbing trees, and the Greens Committee report damage to property and general untidiness. I have been asked to make an appeal to members to give instructions to amahs and boys to avoid abusing the privileges which have been extended in this direction.

I now beg to propose the adoption of the Report and Accounts, and shall be glad if someone will kindly second.

This was seconded by Mr. S. Ecclehall and carried.

Honorary of \$200 each were granted to the hon. secretary, the hon. treasurer, and the hon. convener.

### New Officers.

The chairman proposed that Mr. D. F. Warren be elected President for the ensuing year. In making the proposal, Mr. Wylie spoke of the help he had received from Mr. Warren. He was a popular member of the Club and he (Mr. Wylie) could assure them as a committee man that he was a very valuable man indeed. This was seconded by Mr. A. W. E. Davidson and was carried with applause.

Mr. Hugh Nish was elected to the office of Vice-President.

In connection with the appointment of Mr. E. W. L. Hogbin to the office of hon. secretary, Mr. R. Lapsley said that Mr. Hogbin was a young member who took a very keen interest. Mr. Lapsley said he was sure that if Mr. Hogbin tackled the job as well as he tackled lawn bowls he would make a huge success of it.

Mr. F. Rapley was elected hon. treasurer.

### A Life Member.

The election of Mr. John Tully as a life member of the Club was proposed by Mr. C. Bond. In making the proposal, Mr. Bond said that although Mr. Tully was not known to some of the younger members, he had been a member of the Club for about 26 years. He was a pioneer of the Club and was one of the men who had helped to make the Club what it was at the present time.

Mr. W. Russell seconded, and the motion was carried.

An appeal to the older members to play more with the young members was made by Mr. R. Hall. He said that in recent months there had been an unwillingness among the older bowlers to play with the younger bowlers. There was no ruling on the matter and guidance could not be had from the committee. He appealed to the sportsmanship of players to join in more with the younger players. Mr. Hall continued that Saturday after Saturday there were certain sections, whom he would not name, who occupied certain rinks. They could not expect to make any progress in bowls unless they could bring along the younger players, because it was young blood that they wanted.

Mr. J. Fraser supported Mr. Hall's remarks, as applying to tennis activities, and added that lady members should be encouraged to use the Club's courts.

After Mr. Wylie had remarked that they could not prevent lady members from playing on other courts, Mr. C. Bond pointed out that a member had tried to carry out an American tournament but it could not be carried through because of the lack of enthusiasm on the part of the younger members. Mr. Bond added he believed that three tournaments had to be cancelled.

Mr. Fraser remarked that the lack of enthusiasm was because the good players would not play with the novices.

The matter was referred to the incoming committee.

### Care of the Greens.

At this stage of the proceedings, Mr. Wylie made an appeal to respect of the bowling greens. He pointed

## ELECTRICAL PLANS.

EFFECTS OF THE NEW ACT IN ENGLAND.

London, Mar. 22.

The Minister of Transport, Colonel Ashley, in a speech in London yesterday, referred to the effects of the recent Electricity Act in stimulating the use of electricity and reducing its price.

He said there were now 438 public generating stations in the country, but the working of the Act would have the effect of reducing the number to 30 super-stations, inter-connected, and with standardised current. When the consumption reached 500 units per head, the average service would be not more than a penny per unit. He estimated that this consumption would be reached by 1940.

Consumers would pay 44½ million pounds sterling less annually than if the Act had not been passed.

Electrification in rural areas would bring great extension of the smaller rural industries, and would have an immense effect in bringing the people back to the land.

The Central Electricity Board, set up by the Electricity Act, have placed further contracts amounting to approximately one and a half millions sterling, for work in connexion with the South, East, Central, and Northwest of England schemes.—British Wireless.

## CHINA COMMANDS.

HONGKONG REPORTED TO BE FUTURE HEADQUARTERS.

It is understood that the unification of the North China and the South China Commands of H. M. Land Forces in China will take place in the near future when Shanghai will cease to be the Headquarters of the North China Command and will in future be known as the Shanghai Area. The Command will be known as the China Command, with headquarters at Hongkong.

Major-General Sandilands is at present commanding the South China Command here and presumably will take over the supreme command when the amalgamation has been completed.

Brigadier O. C. Borrett will continue in his present office as Brigadier commanding the Shanghai Area.

## MINE DISASTER.

BIG DEATH ROLL FOLLOWS AN EXPLOSION.

Parnassus, Penn., Mar. 22.

Thirty-one were killed or are missing in the Valley Camp coal mine, where an explosion buried three hundred men. The remainder were rescued. —Reuter's American Service.

out that one green had just been raised and for some considerable time players had been playing on the far green. It required little imagination on their part to realise if that green was played on all the time it would very soon deteriorate. He asked for every reasonable care to be taken while playing on the far green, because they wished to conserve it as much as possible until the near green was ready.

The chairman continued that he would suggest to the incoming committee they might do again as they did last year, use the top tennis court for practice. Last year they spent something like \$1,600 in laying the green and this year they would spend a like sum. If they played to death it was like throwing money away. (Applause).

Mr. Hall then raised the subject of the lawns and the care of the greens. He asked what wage the head gardener now received and what he was paid five years ago. Something, he said, appeared to be wrong but he was not prepared to say what. There was trouble somewhere but was it a question of wages? He had never seen anybody working on the greens. He added that he raised the point with the idea of getting to the root of the matter and putting it right.

The chairman replied that during his term of office, as far as the committee was concerned, there had never been any question of wages. He could not answer the wages question without notice as he did not know. What Mr. Hall had said, however, would receive the attention of the incoming committee and he could not say more at the moment.

The following were elected to the general committee: Mr. D. Gow, Mr. R. Hall, Mr. W. Russell, Mr. D. Keith, Major White, Mr. A. W. E. Davidson and Mr. C. E. F. Thompson. The following hailing committee was elected: Capt. B. Branch, Mr. J. Gibson, Mr. P. T. Parrell, Mr. J. S. McInloch, Mr. S. Gray and Mr. J. Smith.

Prize givers were as follow:—Mr. D. Gow, Mr. J. Gibson, Mr. G. Duncan, Mr. D. Keith, Mr. R. Hall, Mr. G. E. F. Thompson, Mr. W. Macfarlane, Mr. W. Russell, Mr. A. M. Holland, Mr. B. Wylie, Mr. S. Gray, Capt. B. Branch, Mr. D. Muir, Messrs. Bradley and Co. Ltd., Messrs. Gande Price and Co. Ltd. and Messrs. A. B. Watson and Co. Ltd.

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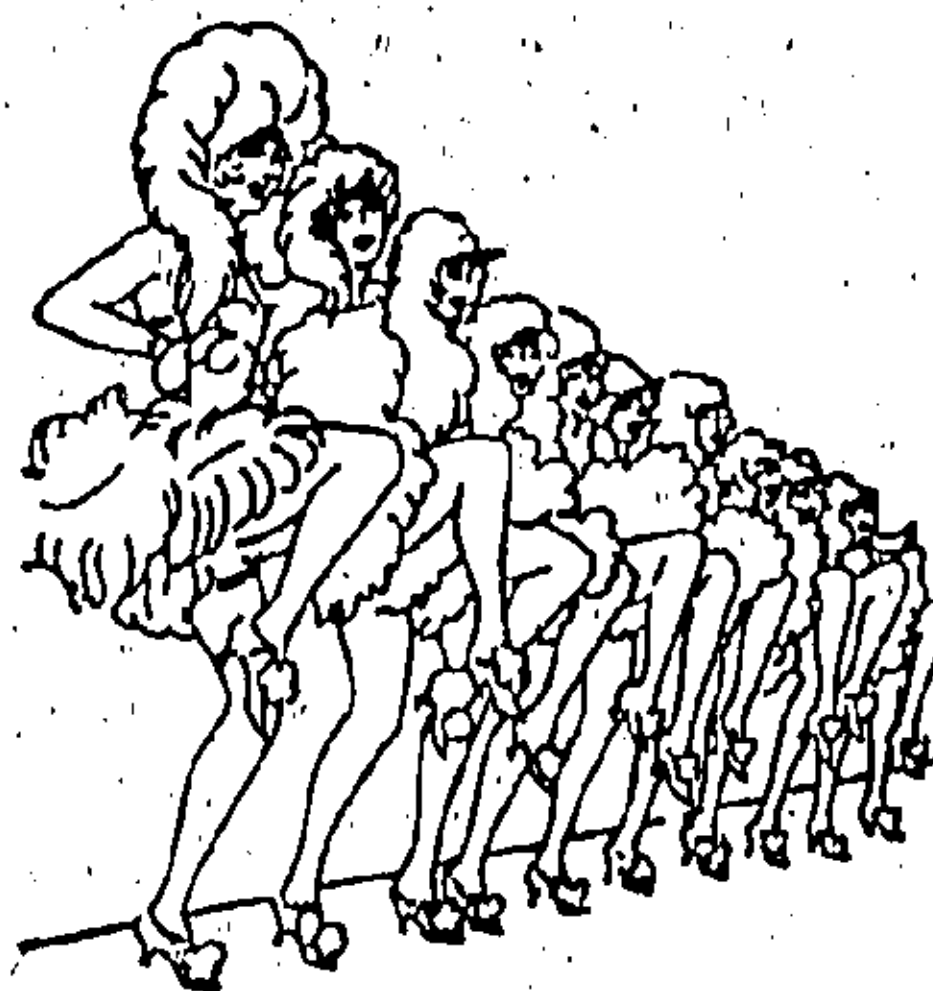
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## SHIPPING AND EXPORTS.

HOW CUSTOMERS CAN BE REGAINED.

Liverpool.

The annual report of the Liverpool Steam Ship Owners' Association emphasises the fact that, in volume of overseas trade during 1928, this country is still behind the position of 1913, and that the decrease in the main is on the export side.

"We have," it is recorded, "by importing food on a similar scale to that of 1913, and manufactured articles on a much larger scale, endeavoured to maintain the same general standard of living as we did before the War, but the imports of raw materials, used in our manufactures and which so provide employment, have declined in comparison with 1913. On the other side of the account the sale of our manufactured products to our customers overseas was in volume 95 per cent. of 1913, and of coal exports 70 per cent."

The marked fall in the ratio of exports to imports since the War has had to be balanced with services and other so-called "invisible exports," but although so far we have been able to secure the imports essential to the maintenance of our standard of living, we have failed to ensure sufficient and continuous employment in most of our exporting industries, and we have reduced by more than one-half the credit balance on our international trade, which in pre-war years was available for investment overseas.

## Export Trade.

Attention is directed in the report to the problem of exports. "For this country to make progress," it is declared, "the problem of marketing its exports has to be solved, and the solution must in the main be found in price. There is no reason to think that we cannot hold our own with our competitors in quality, but unless we can also hold our own with them in price our former customers will not return to us, and our present markets will not increase. If we are to lower the present price of our exports it must be by getting down the cost per unit of output."

"To that cost many factors contribute in addition to the wages and salaries paid, in the export trade themselves. In it are included, the cost of the raw materials and of bringing them to the manufacturer, of the coal, buildings, and plant used, of the capital employed, and of placing the manufactured products on the market; and, in addition, there is the burden of local and general taxation."

On this point reference is made to the anomalies in the sheltered trades, where wages continue to be maintained at a level which ignores the position of the export trade. "While living on the imports derived from our foreign trade," the report proceeds, "they" the sheltered trades "have endeavoured to leave the burden of competition to fall on the industries directly engaged in that trade. But the prices they have charged have reacted on the cost of production throughout all industries, with the result that the country's competitive power in the export market has been restricted, the volume of exports has failed to attain to pre-war dimensions, the wages in the exposed trades have been forced down, the cost of living to the country as a whole has been increased, and the sheltered trades, themselves have suffered from a restricted home market."

## Effect on Shipping.

The extent to which the prosperity of the shipping industry is wrapped up with that of the country as a whole is shown in the report. "Our exporting power," it continues, "is controlled and limited in the competitive markets of the world by price. The Shipping Industry has recognised that fact. Freight rates in the open freight market of the world during the last seven years have ranged between 8 per cent. and 27 per cent. above pre-war level, and it is out of such increase that ship-owners have had to meet the far greater increase in the cost of building, maintaining and running their vessels. Notwithstanding these difficulties, there is now available ample British tonnage, ready to cope with far more than our pre-war trade. One of the most disquieting features of the year is the extent to which this carrying power has been wasted. The amount of import cargo carried per 100 tons net of shipping in 1928 was less than in any year since the war, and considerably below that in 1913. Compared with 1913, available space capable of carrying 12,000,000 tons of cargo in the case of imports and 5,000,000 tons of cargo in the case of exports was not utilised in 1928, a total of 17,000,000 tons of wasted ship carrying power."

(Continued on Page 6.)

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- Lead Kindly Light (Newman-Dykes)
- 1267 Parla Valse (Arditi)
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- 1335 La Capinera (The Wren) (J. Benedict)
- La Paloma (The Dove) (Yradier)
- 1335 Home Sweet Home (Payne-Bishop)
- Last Rose of Summer (Moory)
- 6784 Proch's Air and Variations (Proch)
- Zemire et Azor-La Fauvette (The Warbler) (Gretzy)
- 8089 Traviata-Imponete (Verdi) (with Giuseppe De Luca)
- Traviata-Dile alla Giovinet (Verdi) (with De Luca)
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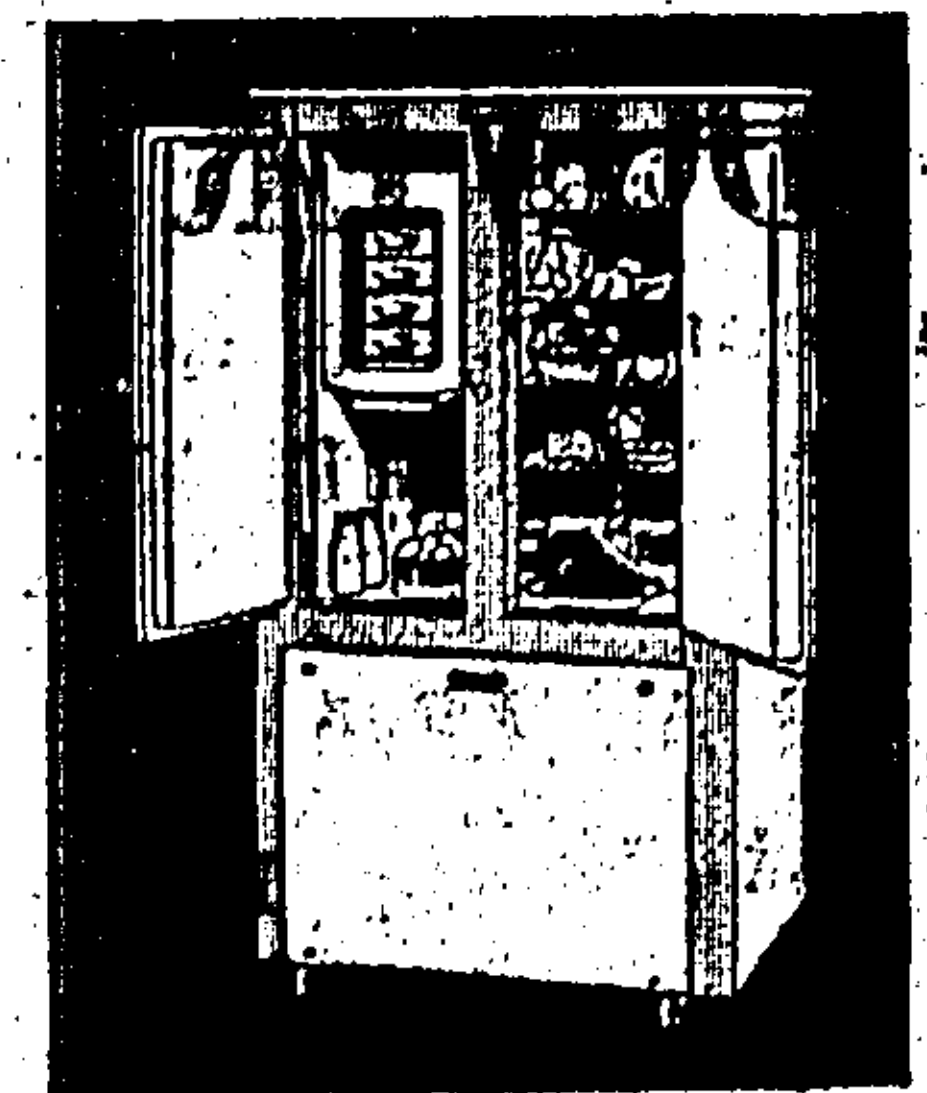
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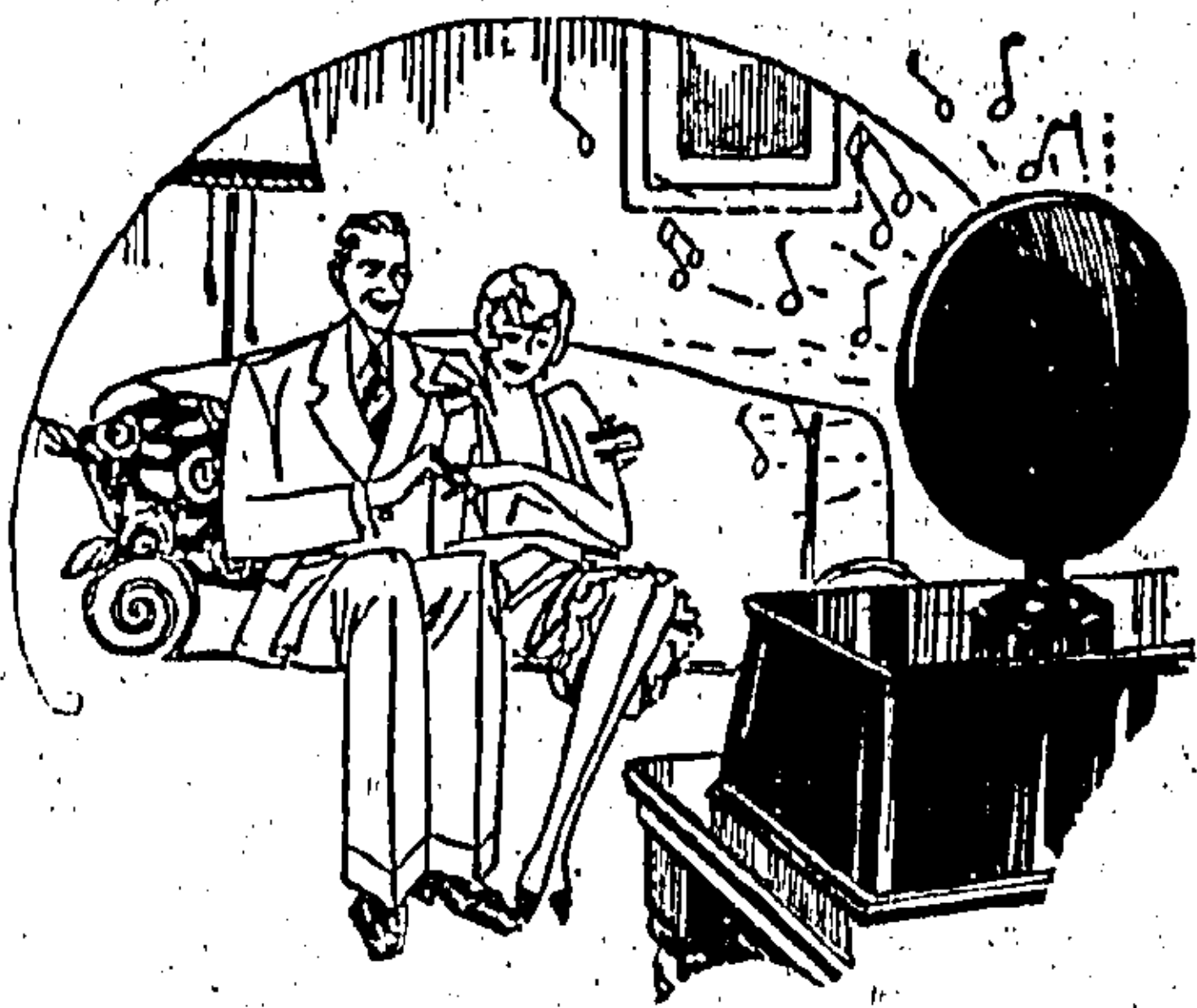
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#### MAGISTRATE AND HIS CHANGED NAME.

London, Feb. 11.  
"This man changed his name and his appearance. I cannot shut my eyes to that. I must refuse bail." Mr. Bingley, the Marlborough-street magistrate, made this remark on Saturday, when Charles Albert Brandreth, 50, formerly managing director of Ner-Sag, Ltd., appeared before him on remand charged with converting £43,087 belonging to the company to his own use.

Only one witness was called. Mr. C. M. Price, a bank official, produced copies of the accounts of Ner-Sag, Ltd., Mr. Brandreth, and a company called Seatings, Ltd.

Mr. Frampton, representing Brandreth, then renewed his application for bail. He said Brandreth's answer to this charge was that it was a matter of accounts between himself and the company.

"Although," he continued, "the sum mentioned is £43,087, this gentleman's holding in the company to-day, at the present price of the shares, far exceeds the sum of £43,087. There is no question of any loss to the company."

"Brandreth has been suffering very seriously in health, and has been under treatment in Brixton Prison. I therefore ask for bail, agreeing that the sureties should be substantial."

Mr. Roome (for Ner-Sag, Ltd.): It may well be that he has a very large holding in the shares of the company. But this is not a question of the accounts. It is a case of fraudulently converting to his own use £43,087.

"Brandreth was interrogated on December 22 with regard to this sum of money which he had drawn from the company's bank account. He said he was unable to remember for what purpose he had drawn it."

The Magistrate: I know nothing about this. What was the actual cheque for—£43,087?

Mr. Roome: The cheque was for the sum of £54,000.

Mr. Roome added that when Brandreth was asked to explain matters at a meeting he failed to attend. He bought a house for £5,000 in the name of "J. Gordon Bell," and described himself as an engineer from California. He paid a £500 deposit in Treasury notes.

In that house he lived under the assumed name. He altered his appearance by shaving off his moustache, and in the submission of the prosecution his intention was to assume a new character and identity in order that Charles Albert Brandreth should disappear, and that J. Gordon Bell should come to life.

He also had a large sum of money in his possession when arrested.

Mr. Frampton submitted that it was nonsense to talk about fraudulently drawing a cheque. Brandreth had consulted his solicitor as to whether he should deposit the £54,000, and the solicitor had advised him that he should first be satisfied that he was indebted to this amount.

Referring to Brandreth's alleged assumption of the name of Bell, Mr. Frampton said that Brandreth did not do that until a number of statements had got into the newspapers.

Mr. Bingley: Why did he change his name and appearance? Mr. Frampton: I do not know what people do when they are worried.

Mr. Bingley: Do you oppose bail altogether, Mr. Roome?

Mr. Roome: I do. It is common knowledge that for many days this man was being eagerly sought, before the warrant was issued, and he lived in seclusion under a false name.

Mr. Bingley then refused bail with the comment *vide* above.

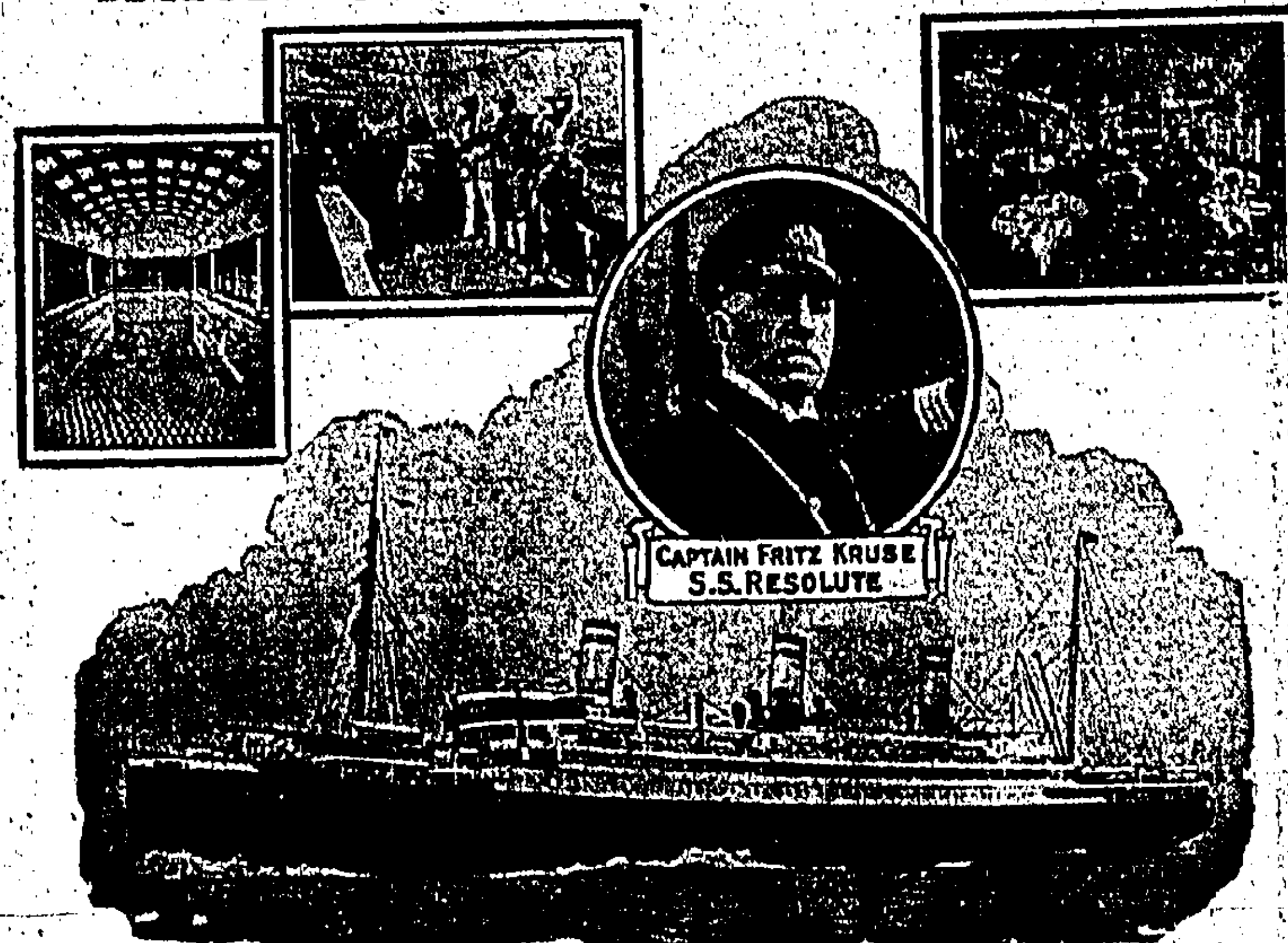
### SHIPPING & EXPORTS.

(Continued from Page 5.)

The report deals with the Diplomatic Conference on Safety of Life at Sea which will meet in London in the spring. It re-emphasised that the endeavour of the members of the Association has always been to provide vessels of the highest types, capable with skilful navigation, of facing and overcoming the dangers of the sea. In a reference to Government restriction, it is affirmed that the Association "has always urged upon the Board of Trade the danger of penning in the British Mercantile Marine by unnecessary restrictions which can only end in hampering improvement. In shipping there is no finality, and the shipowner and shipbuilder are constantly striving to improve upon the past. The risk of over-standardisation through State control is that the incentive to improve will be lessened and success in improvement impeded."

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## WOMAN'S WORLD

FOR OUR LADY READERS.

### Fashion Notes.

#### DRESS OR SPORTS FROCKS.

It is extraordinary how the materials which have hitherto been kept exclusively for evening wear, are now making their appearance in morning and afternoon and even sports frocks. Even gold tissue and satin are utilised, while there are some very fascinating fabrics of jersey which contain interwoven gold or silver threads.

In some of the latest sports fabrics, this idea has been very successfully developed, and one suit seen and prepared for a lady who is about to start for Cannes, is so brilliant that it seems to flash back the sunlight.

Indeed, many of the new frocks are, of this material, while there are others of plain jersey encrusted with silk, which have a particularly good line.

A pretty note is introduced in crepe-de-chine jumpers—those which button in front—by cutting the material into points, before the buttonholes, and using gold-rimmed buttons which match the colour of the dress.

#### Practical Golf Suits.

Many of the sports suits that are being shown have a graduated horizontal stripe on the jumper, the skirt being quite plain, except for a group of tucks, usually placed in front to provide the necessary fullness.

The necklines are pretty, sometimes being boat-shaped, and finished with a button or buckle, a note which may be repeated at the waistline. Crepe-de-chine encrusted on jersey is sometimes seen on these frocks, or one jersey on the other.

A practical idea appears on the golf suits, which have short knickers attached to the skirt, and are topped with a long coat.



Diagonal bands and edgings of dark brown cloth form a striking adornment for a coat in fawn suiting. The coat is cut on wrap-over lines, fastened at the waist with a narrow belt, and finished at the neck with the new revers-collars.

### Some Useful Hints.

#### FOR THE WOMAN WHO WEARS GLASSES.

I am condemned to spectacles permanently, and I find that my clothes need some adjustment.

Personally I like to have glasses with horn rims (not necessarily the heaviest) and do the thing thoroughly.

It is a serious matter to add two emphatic circles to our features, and it means that we must avoid other circles and other emphasis. No more severe garments, madam, unless you wish to look like a stage governess. At the same time, beware of fussy clothes.

#### Study Your Jewellery.

Go in for pointed neck-openings on your frocks, and soften their outlines as much as possible. Let your necklace be a long one, or if you must wear a choker let it be light in accent and colour.

Let your hair frame your face as tenderly as may be. Pull it well forward at the sides, if that suits your contours, and shun a bald forehead as you would the plague.

For out-of-doors, soft full furs will be more becoming than smooth varieties, and a scarf loosely arranged will help you to ban severity.

#### Overcoming the Hat Problem.

Hats are a difficulty. They must be light in weight and not too close-fitting, or they will press your spectacles on to the sensitive nerves behind the ears. On the other hand they must not be so small as to suggest another circle.

Fortunately Fashion is at present a lenient mistress, especially in regard to millinery. Some brim in front will be helpful, and you will probably find an irregular shape becoming. Hard ribbons and petersham must go, to be replaced by velvet or any-

### Settling Down.

#### WOMEN KEEP YOUTHFUL APPEARANCE.

Women have, it is generally agreed, in the last score of years achieved quite a remarkable triumph over age, or, to be more accurate, over the disabilities generally brought about by age.

They keep their youthful appearance much longer than their grandmothers did; they dance and play games and shingle their heads at an age when even their mothers were wearing bonnets and settling down to fire-side enjoyments for life.

But are they really very much happier for the change?

Up to a certain point the extension of the period of so-called youth is undoubtedly good.

As long as a woman really enjoys the activities which used to be more especially practised by younger women, it is well that she should be free to follow them.

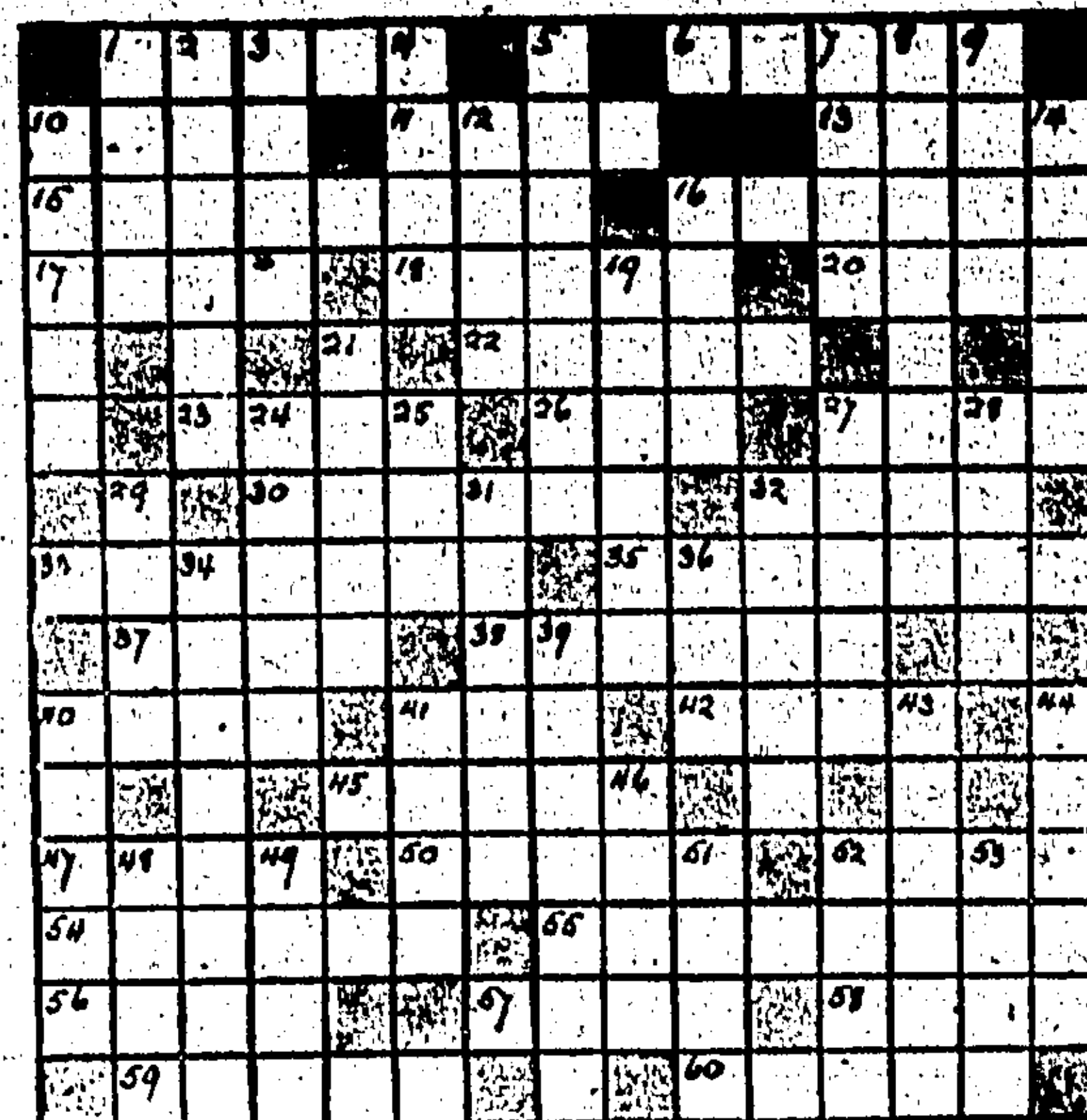
But is the craze for rushing about and "keeping in the swim" not being overdone?

Many a woman must ask herself, when she scans her packed engagement list, whether she is getting as much real happiness out of all this activity as she would get if she were to give in to what is now considered the disgraceful temptation to "settle down," and live the life that her mother and her grandmother lived at her age.

Would she lose much if she did yield? It may yet be shown that there would be more to be gained than lost by such a giving-in.

There is one thing else that gives softness. Thus far my meditations on circles and severity had led me, when I met an old friend. "I should hardly have known you," she said, "but I think your glasses are just it!"—S. In Exchange.

### OUR NEW BRITISH CROSSWORDS.



Across:  
1 Ill tempered woman.  
3 Enfold.  
10 Foot covering.  
11 For propelling boat.  
13 Irritate.  
15 Keep from decay.  
16 Hostler.  
17 Publish.  
18 One who dives.  
20 Culinary Requisite.  
22 Unclean.  
23 Moist.  
25 Call for aid.  
27 Step.  
30 Stopped.  
32 Food.  
33 Deliver orders.  
35 Plead with.  
37 Performer.  
38 Merit.  
40 Travel.  
41 Cured meat.  
42 Plays.  
45 Part of flower.  
47 Nodding.  
50 Cotton gauzes.  
52 Situation.  
54 Joined.  
55 Absolute Sovereign.  
56 Sagacious.  
57 Attar.  
58 Drives.  
59 Re-fix.  
60 Gaps.

Down:  
10 Perfume.  
12 Eager.  
14 Rub-out.  
16 Fragments.  
18 Gnaws.  
21 Smudge.  
24 Did.  
25 Tap.  
27 Faction.  
28 External covering.  
29 See.  
31 Calm.  
32 Strap.  
34 Tend to one point.  
36 Hush.  
39 Arise from.  
40 Freaks.  
41 Retained.  
43 Animation.  
44 Worries.  
46 Sloop.  
48 Costly.  
49 Eons.  
51 Arrest.  
52 Road.  
53 Sailors.

#### Yesterday's Solution

MOLEST 9 BOWLER  
O O MIVCHEN A C  
OUMED A TUMMAD  
A 7 PLAGUE 7 D  
STAY A A SIVE  
SORRY MEN MOLLAN  
R A PEDDLER A  
SPRAVED SPENDING  
A C WATTS A  
APPLE DAY KINGS  
CORE W A O SAINS  
A O MATHIAS 7 S  
CAMOIR A LAVERE  
I A REVERE A E  
ANSWER A SELECT

### THE FRENCH AIR MINISTRY.

#### STRANGE STRUGGLE GOING ON.

A correspondent writes us from Paris as follows:

In the spring of 1928 it was the military men of high rank who ardently advocated the creation of a special Air Ministry. General Fonville and General Girod in particular took the matter up with great zeal because they were of opinion that this alone would guarantee a satisfactory development of French aviation. They argued that so long as the Ministries of War, the Colonies, Commerce and Posts were concerned with the question of aviation, much of the work would be done twice over at double expense and the interests of public defence would also suffer. Consequently, it was considered essential that the control over commercial aviation and the expenditure for the army and navy should be placed in one person's hands.

These arguments undoubtedly contributed to the establishment of the French Air Ministry towards the close of the past summer. But it so happens that just the very chiefs of the army and navy i.e., the Minister of War and the Minister of Marine, recently

demanded a restriction of the powers of the Minister of Aviation, M. Laurent-Eynac. In the struggle which followed between this new Minister on the one side and the War Minister, M. Painleve, and the Minister of Marine, M. Leygues, on the other side, M. Laurent-Eynac carried the day. The Council of Ministers decided that the army and navy have to present their requirements to the Ministry of Aviation and that the whole flying staff, including the flying troops of the army and navy, are subject to that ministry.

#### Important Move.

The powers thus assigned to the Air Minister are destined to increase from year to year inasmuch as France devotes considerable sums to the development of her air service, especially wherever military questions are involved. The air service estimates for 1928 showed a marked increase; while, in 1929, those for naval planes alone will show a further rise of 119 million francs. This means more than 10 per cent. of the total expenditure for defence purposes; and it constitutes a 60 per cent. increase of the amount hitherto spent on the naval air forces.

It is clear that this new Air Ministry is becoming one of the most important and heavily financed Government departments in France.



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the  
Very  
Brand.

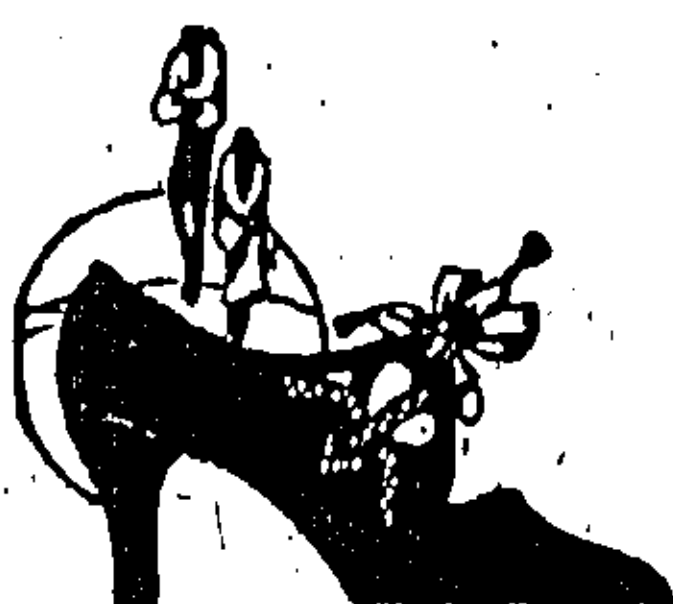
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"ANTISEPTIC SOLUTION OF PURE SOFT SOAP."

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Tel. G. 1677.



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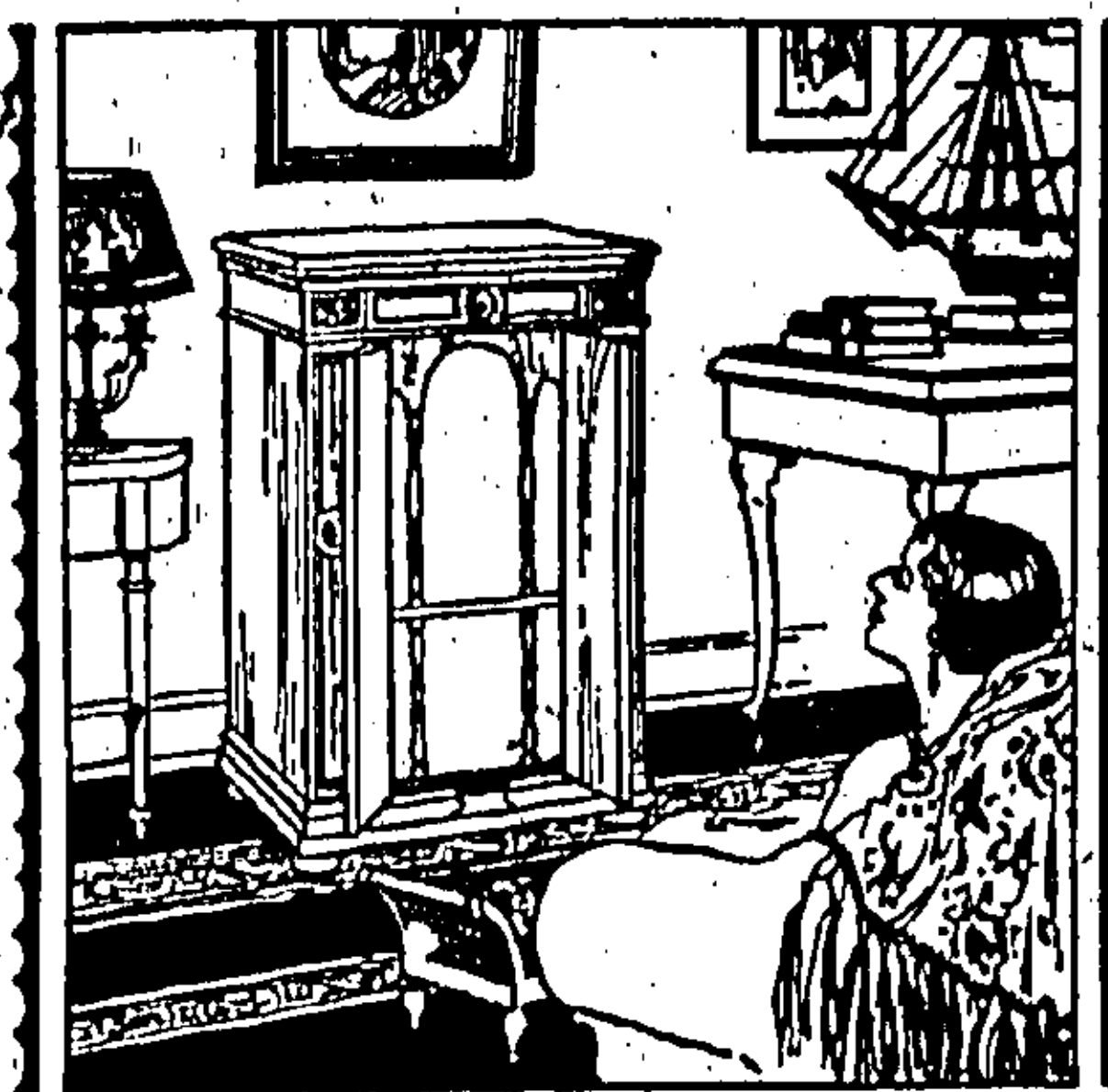
Prepared from our own special formula, flavoured with real fruit essences and the finest Eastern spices. Unequalled by any similar product throughout the world.

### FORMAZONE

The non-alcoholic Champagne. An excellent substitute for sparkling wine, possessing the same wonderfully stimulating and refreshing qualities.

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\$15.50 to \$27.50

Silk Hats:  
\$27.50

Caps. \$3.50 to \$7.50

A CHEAPER LINE OF FELTS AT \$12.50

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Mens Wear Department.

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The  
**Hongkong Telegraph**

SATURDAY MARCH 23 1929.

### THE ELECTION.

Now that the date of the General Election has been definitely fixed, we may expect to be regaled during the next few weeks with plenty of political pabulum. Mr. Baldwin, in his latest utterance, asserts that he is confident of the result, but there is something lacking in confidence when, in another speech earlier in the day, he spoke of the possibility of one of the other Parties coming into power. During the week, there have been five bye-elections, the results of which are distinctly interesting. Two were retained by the Conservatives on a minority vote, two were lost to the Liberals and Labour gained the other. In the five contests, the Conservative vote declined by over 25,000, and the Liberals gained some 9,000 votes, whilst Labour, increased their following by about 5,000 votes.

In spite of recent portents, the Conservatives have been suggesting that they represent a majority of the nation. What does Mr. J. L. Garvin, of the *Observer*, say to this? To use his own words, he says "the suggestion is the crudest fudge, and everyone either knows this definitely or feels it." The plain dominant truth which emerges from the bye-election of the past twelve months, he asserts, is that the Socialists are becoming, and, perhaps already have become, the strongest single party in the nation. Both the other parties, he says, are retrograding by comparison. From the same source, there is trenchant criticism of the Conservative tactics, especially in dwelling almost exclusively upon the past, whether by reciting the Government's achievements or the delinquencies of the Opposition. Britain, says Mr. Garvin, is concerned about the future, and nothing else, and when Mr. Churchill and his colleagues talk about the ancient history of the General Strike, they waste their breath on the advice of platitudinous wire-pullers. The *Labourist*, says this commentator, have shrewdly managed their affairs in the past two years, having learned a great deal since the General Strike. So far from Conservatism having profited from that episode, it has, says Mr. Garvin, forgotten some things that it seemed to know before.

These are strong words from the editor of one of the best-known Conservative journals, but, after making due allowance for any tendency

to over-state the facts, there can be little reason to dismiss the conclusions as absurd. The struggle between the three parties in the coming election will be a keen one, and although it would be hard to forecast the likely result, there are indications that the Conservatives will find their strength much diminished, with Labour having a bigger following than ever before. We may regret the possibilities, but there is nothing to be gained by ignoring the trend of recent political developments.

### China's Political Crisis.

A signal step has been taken by Marshal Chiang Kai-shek, presumably in his capacity as President of the State Council, in the issue of an ultimatum against the Hunan affair. It calls for the punishment of the Hunan Generals responsible for the ousting of Lu Ti-ping, and the subsequent encroachment of the Hunan forces beyond their territorial bounds, and the acceptance of General Ho Chien as chairman of the Hunan Provincial Council. In all the circumstances, the declaration is noteworthy chiefly for its clear recitation of the facts leading up to the present imbroglio, and for the fairly restrained language used. Marshal Chiang gives as his opinion that the dignity and prestige of the Central Government would be threatened by a meek acceptance of the situation in Hunan as it stands, and he also shows clearly that it is so much nonsense to look upon the Changsha coup as a purely local incident. It is indeed becoming increasingly obvious that the issue is one between the "provincial autonomists" and those who demand central control of the entire country. It is equally certain that insofar as the dictums of the Kuomintang Party and the Nationalist Government are concerned, Marshal Chiang Kai-shek's attitude towards the situation is the correct one. What is not so certain is that the provincial leaders have ever accepted those dictums in the spirit, and further, that the Nanking leaders can be justified in resorting to armed force in persuading their acceptance. Marshal Chiang is inevitably right in stating that the people of China are heartily tired of internal strife, and that bitter feeling will develop in the event of armed conflict between opposition leaders of the Kuomintang. In view of these facts it is more than ever incumbent upon Nanking to explore every avenue towards a peaceful settlement before considering war, or issuing threats. The difficulties are admittedly almost overwhelming, but we feel sure that the trouble can yet be overcome by conciliation, and by placing less stress on the dignity of the Central Government. Marshal Chiang incidentally has placed himself in an awkward position by his detention or close surveillance (whichever it may be) of Marshal Li Chai-sum, whose political influence is far greater than is commonly supposed. There is almost certain to be a reaction which will not favour the Nationalist President. The impression will be created that no leader who does not see eye to eye with the Government in all respects has any assurance of the safety of his person, even if he presents himself as assisting towards an amicable solution. Marshal Chiang would be well-advised to take steps to relieve this error.

### FERRY LAUNCH CLEARANCES.

#### NEW REGULATION NOW IN FORCE.

It is notified in the *Gazette* that Table E in the Schedule to the Merchant Shipping Ordinance, 1899, has been further amended by the insertion after Regulation 23 of the following regulation:—  
23A. (1) In the case of any vessel which is employed for the purpose of a ferry as defined in the *Ferries Ordinance*, 1917, the Harbour Master may at his discretion upon payment of a fee of \$30 grant to the master of a vessel so employed a monthly clearance subject to the following provisions: (a) every monthly clearance shall be deemed to contain a condition—branch of which shall render the monthly clearance liable to immediate cancellation—that particulars of all trips and of all passengers and cargo by the vessel during the week then last past shall be rendered weekly to the Harbour Master; and (b) a deposit of \$100—which may be forfeited in case of breach of the foregoing condition—shall be made with the Harbour Master before the issue of such monthly clearances for each vessel.  
(2) Regulations 20, 21, and 22 shall not apply in the case of any vessel in respect of which a monthly clearance as aforesaid shall be subsisting as regards the lawful employment of such vessel as a ferry.

### DAY BY DAY.

THE PUBLIC IS NEVER SO HAPPY AS WHEN IT IS BEING SENTIMENTAL.  
R. S. Hichens.

Paym. Commr. A. C. Colles has been appointed to H.M.S. Bee.

The Government invites tenders for the construction of two reversible "A" Class mooring buoys.

Captain H. F. Bloxham is to act as Superintendent of Prisons during the absence on leave of Mr. J. W. Franks.

Tenders are being invited for the widening of forestry tracks etc., between Wanchai Gap and Mount Parker Road.

Mr. J. S. MacLaren is appointed Assistant District Officer, in the Northern and Southern Districts of the New Territories.

Mr. A. Morley, of the *Hongkong Telegraph*, was amongst the passengers who left on Home leave by the s.s. Hakozaki Maru to-day.

Commander (E) T. E. Dooksey has been appointed to H.M.S. Tamar and Commander (E) J. B. Sidgwick to H.M.S. Berwick.

Lieut. (E) P. C. Doverell has been appointed to H.M.S. Peterfield, and Surgn. Commr. R. K. Shaw, M.B., M.C., to H.M.S. Berwick.

His Excellency the Governor has appointed Mr. W. R. Scott, Assistant Superintendent of Police, to be one of his Honorary Aides-de-Camp.

Mr. Walter Kent, Assistant Superintendent of Police, is to be Adjutant of the Police Reserve, during the absence on leave of Mr. D. L. King.

His Excellency the Governor has been pleased to appoint Mr. C. L. C. Sandes to be a Member of the Board of Education during the absence from the Colony of Mr. H. B. L. Dowling.

Tenders are being invited for the preparation of site and the construction of an extension of six additional pens to the Sai Wan Ho pig lairage together with any other contingent work.

The King's Exequatur empowering Comm. Alfredo Balistreri to act as Consul-General for Italy at Hongkong has received the signatures of the Councils of State on behalf of His Majesty the King.

His Excellency the Governor has appointed Captain E. B. Dankin, D.S.O., M.C., Army Educational Corps, to be a Member of the Board of Education for a period of two years, vice Captain James Charnock, Army Educational Corps.

The offices of the Supreme Court will be open daily from 10 a.m. to 1 p.m., during the Easter Vacation, except on public and general holidays, when the offices will be entirely closed. The Easter Vacation begins on the 29th March, and terminates on the 4th April (both days inclusive).

Among the passengers sailing for home on the President Jefferson on Tuesday are Mr. and Mrs. D. Timmins and their daughter. After some ten years in the Far East, Mr. Timmins is taking up a position on the management of his firm, Messrs. E. S. and A. Robinson, Ltd., Bristol, Mr. H. Hutchen, who succeeds Mr. Timmins in the East, is now staying at the Peninsula Hotel.

It is notified that the stipulations of the Anglo-Spanish Treaty of Commerce and Navigation of the 31st of October, 1922, as revised by the Convention of the 5th of April, 1927, have been made applicable to the Colony of Hongkong from the 1st of December, 1928. A copy of the Treaty and the Convention may be seen on application at the Colonial Secretary's Office.

### EXCHANGE RATES.

	London, Mar. 22.
Paris	124.27 1/2
Brussels	24.95
Amsterdam	12.12
Berlin	20.45 1/2
Copenhagen	12.22
Vienna	24.52
Helsingfors	103
Lisbon	103 1/2
Bucharest	810
Buenos Aires	47.5/10
Shanghai	2/0 1/2
Yokohama	1/0 31/32
New York	4.85 1/2
Geneva	12.23
Milan	32.70 1/2
Stockholm	18.17
Oslo	19.20
Trondheim	164
Madrid	22.02 1/2
Athens	87 1/2
Rio	5.27/32
Bombay	1/6 31/32
Hongkong	1/11 1/2
Silver (spot)	23 1/2
Silver (forward)	23 1/2

—British Wireless.

## LITERARY COMPOSITION.

The Art of Getting Under Way.

About the general theory of literary composition I have read, perhaps, rather more than enough. For years and years I have studied the learned lucubrations on this topic which are written, or rather compiled, in such surprising numbers by earnest young men just out of college, always hoping that I might get some light from them upon the mystery of writing. If I have not profited much by these studies the fault must be my own, for the young men of whom I speak have been very earnest, very learned, and a few of them have even shown some signs of being educated. If only they knew how to write themselves, nothing more could be asked of them—but in that case, of course, they would scarcely be compiling text-books. Whether I have profited or not, I am grateful for their efforts to teach me how to write, and never do I split an infinitive or dangle a participle without a fleeting thought of them. The most serious objection I have to make to the many books about writing that I have read is this: that they have not faced the cardinal fact that in every piece of literary composition whatsoever the first hundred words are the hardest.

So, at any rate, they have always been to me. Thinking back over what I like to call "my literary career," I cannot remember the time when I have not found it far easier to write a thousand words in the body of a composition than the first hundred or even the first ten. It was so when I first began to blacken paper in my school days, when the sight of a blank sheet of foolscap set down before me had much the same effect as an audience of a thousand expectant faces was to have in later years. In those my earlier attempts at writing, indeed, it was not the first hundred or the first ten words before which my pen halted and balked, but the first one.

Should I begin with the word "I," which still seems to me the best of all openings, or with "and," upon which even today I pitch as a second choice? So much seemed to depend upon the choice between these two short vocables, just as a good deal depends upon whether one takes the train going north or the one going south at the beginning of a rail-road journey. Everything else in my composition, I felt, would follow naturally and inevitably upon the decision I made between these two opening words. Well, that decision was frequently too difficult, because it seemed too momentous, for a lad of six who had just learned to conduct a pen through the intricacies of the alphabet—his clumsy hand assisted by a tongue clenched firmly between the teeth.

Omitting many later experiences of the same sort, I come down, in recollection, to those midnights of long ago when I used to enter my newspaper office with a tangled "story" to write, just half an hour before going to press. As I remember those times, the longer, the "story" I had in hand the shorter the time I had for writing it. Facts and details which I had taken all day and half the night to gather had to be pieced together in as perfect a pattern as might be, with no suggestion of haste, but, most important of all, they had to be introduced by a single compact paragraph, called the "lead," which compressed the whole matter into one hundred words or less. Then and there it was that I learned, once and for all, that the first hundred words are the hardest. It used to be said in that office that a reporter who had written a good "lead" might feel content to turn over the writing of the rest of his story to the officeboy, or to the business de-

partment. And in some ways this was true.

There are certain processes in every art that do not grow easier but, on the contrary, grow steadily harder as the years pass and the artist masters the elements of his technique; and in the art of literary composition I take this matter of beginnings to be one of these.

Although I no longer find it necessary to assist my pen by clenching my tongue between my teeth, the difficulty of getting under way in writing anything is at least as great today as it was when I faltered between "and" and "I." The other parts of an essay give me nothing but pleasure; I am not so bad at middles; and even at endings—although I always write them reluctantly and postpone them as long as possible—I have some skill.

For these reasons I have often thought that I should like to enter into partnership with someone, who can do openings, arranging with him that he should write the first hundred words of every letter, essay, drama, novel, or epic, and that I should go on from there. I am rather good at going on. What I should like is to find someone who is good at getting under way.

I am confident that there must be such people, and indeed a good many of them—people who love to begin things and hate to finish them. Samuel Taylor Coleridge was such a person, as even a cursory examination of his writings will show, and so was Thomas Lovell Beddoes and Maurice de Guérin. A friend of mine once showed me a whole notebook full of poems that read like this:

"The Unicorn strode down the hill  
His glorious eyes aglow—  
A splendid opening that, as anyone can see, but standing in need of someone with a talent for going on, like mine. My friend has thousands of such initial fragments as that, and I fancy there must be thousands of persons such as he."

If I could only make satisfactory arrangements with one of these I should soon forget what is meant by the phrase "literary toil." Writing in itself I rather enjoy, but beginning to write is another thing—that sudden transition which seems more and more impossible the longer one thinks of it. Writing in itself is almost as easy and natural as swimming, but beginning to write is like diving off the springboard into waters of autumnal chill.

While waiting for this collaborator to turn up I shall have, as in the past, nothing but theory to guide me in this important matter. The erudite young gentlemen to whom I have already referred inform me that the essay, for example, has only four recognized and reputable openings, and they describe the several advantages and disadvantages of these like experts dilating upon the gambles in chess. There is first of all, they say, the apothegmatic opening, which consists of a single striking, strong, and memorable sentence, such as "No one can drive a car well who has not learned to play the piano." Next there is the experimental opening, as for example: "I have observed that cats with green eyes invariably run away." Then, thirdly, you may begin with narrative: "As I was taking my walk the other day I met a man in a brown overcoat who took me by the arm and—"

Finally, there is the method of opening by means of a quotation. But these are all, positively all the possible ways of beginning an essay, according to the testimony of these highly authoritative young men. The paucity of the methods of opening with which they are acquainted may be any explanation.

(Continued on Page 9.)

## 51 COMMON ERRORS IN BRIDGE AND HOW TO CORRECT THEM By W.W. Wentworth

FAILURE TO ESTABLISH SEVEN CARD SUIT

North (Dummy)—

♠ A Q J 5 2

♣ 10 6 4

♦ K Q 9 4 3

West—

Leads ♠ K

East—

South (Declarer)—

♠ A K 5 4

♣ A Q 5 3

♦ 5 2

should Declarer plan to play to insure game?

The Error: Declarer leads 2 of spades and ruffs it in the Dummy. Then King of clubs is led.

The Correct Method: Declarer endeavours to establish his club suit by playing 2 of clubs and finessing Queen of clubs. Assume this trick is won by East, the finesse failing. No matter what suit East may play, Declarer eventually wins the lead and plays 2 of clubs to King of clubs. The third club is ruffed by Declarer so that the clubs are established. Trumps are then drawn and game is assured.

The Principle: When holding any seven cards in combined hands with tops as good as King and Queen, the probability is that the suit can be established on the third round.

The Bidding: South bids one heart. West bids one spade. North bids two hearts and all pass. Declaring the Play: West leads King of spades and Declarer takes trick with Ace of spades. How



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A Single Thought—  
"THE TWO BEST!"

Demonstrations Gladly Given.

THE HONGKONG HOTEL  
GARAGE.

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# Hongkong Telegraph.

## Pictorial Supplement

March 23rd, 1929.

### Powell's

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Good value, reliability with  
smartness being their aim.  
**NEW SPRING GOODS.**  
Just unpacked.



The athletic team of Headquarter Wing of the 2nd. Battalion King's Own Scottish Borderers, winners of the Athletic Challenge Shield this year. (Photo: Mee Cheung).



Gunner Katar Singh, of the H.K.S.R.G.A., winning the Marathon Race on Saturday afternoon. (Photo: Mee Cheung).



The first four placed men in the St. Peter's Club marathon race on Saturday last. Left to right: Gunner Katar Singh, Pte. Baulch, Pte. Woollard, Gunner Daswanda Singh. (Photo: Mee Cheung).



Ng Sze-kwong and Ho Ka-lau, in play at the Chinese R.C. on Sunday, when the Chinese beat the U.S.R.C. in a team game. (Photo: Mee Cheung).



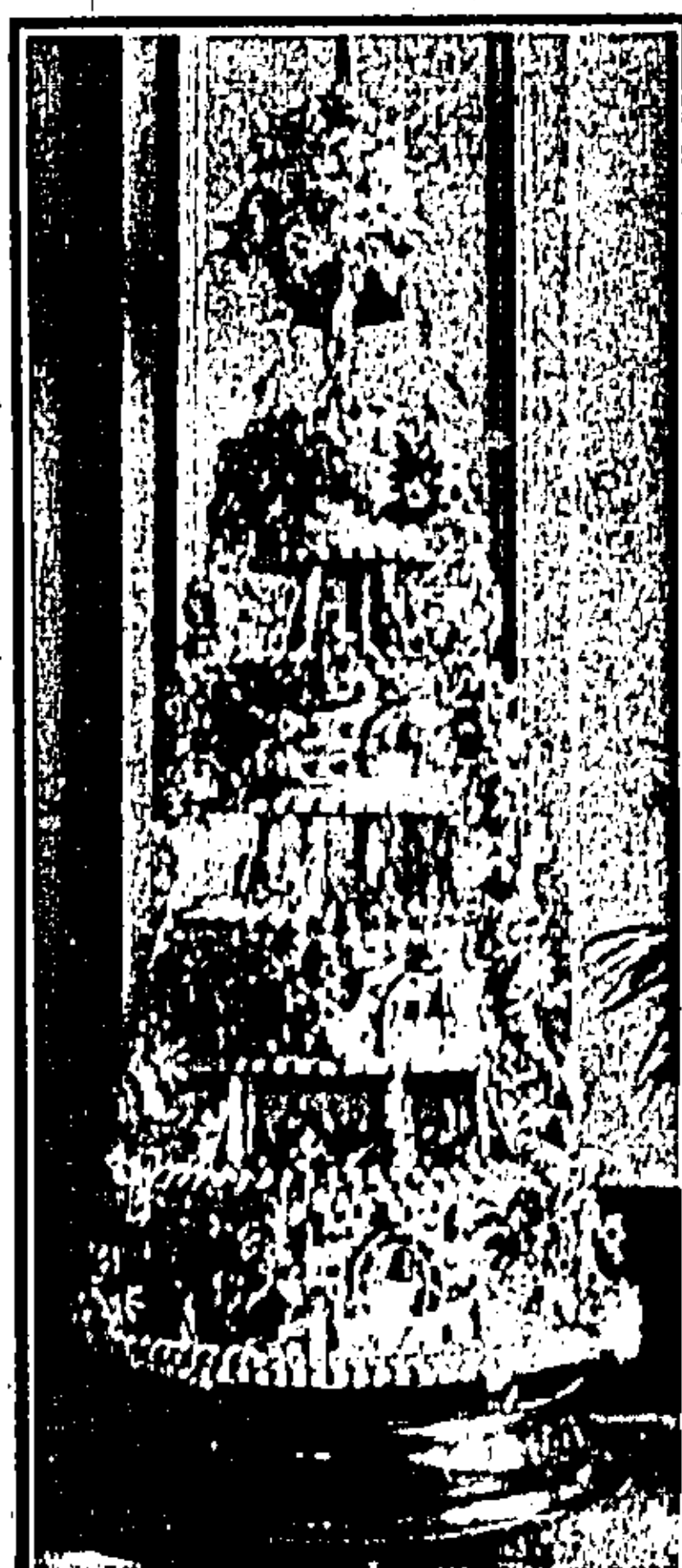
Messrs. M. W. and M. K. Lo in play against U.S.R.C. members in the match which took place at the Chinese R.C. on Sunday. The home team won by seven points to two. (Photo: Mee Cheung).



The two pictures above show Mrs. R. H. Kotewall distributing the prizes after the Marathon Race on Saturday last—organised by the St. Peter's Church Young Men's Club. At left is seen Pte. Baulch, of the Somersets, who ran second. (Photos: Mee Cheung).



One of the first pictures to reach Hongkong of the Bombay rioting, in which 116 persons were killed and more than 700 injured. Our picture shows police dispersing rioters.



Handsome wedding cake made by Messrs. Lane, Crawford, Ltd., for Miss Jean Ho Tung's wedding.



Commissioner E. J. Higgins, who is the new General of the Salvation Army.



Kowloon unexpectedly defeated Chinese Athletic in the Senior Shield competition last Saturday after a most exciting game. (Photo: Ming Yuen).



Captain Rattray, photographed at Accra on completing the first solo flight from England in his Moth light aeroplane.—(Times copyright).



The above flashlight photograph was taken at the dance given by the students of St. John's Hall, Hongkong University. (Photo: A. Fong).

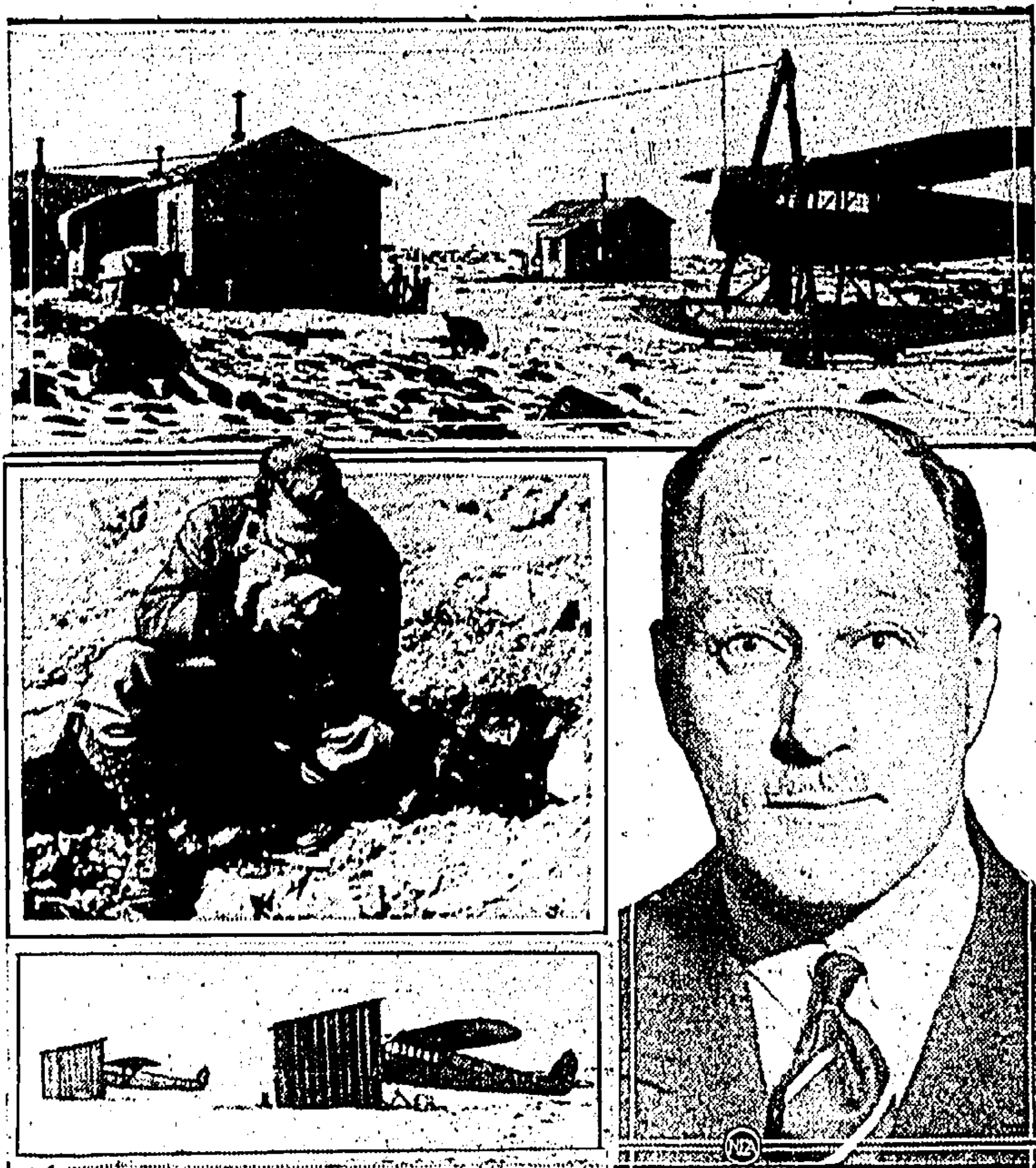


Holland has been one of the countries to suffer most in the wintry spell. Our picture was taken on a frozen canal.



## PROSPECTING FOR GOLD BY AEROPLANE.

### CANADIAN EXPLORERS WILL COVER 60,000 MILES.



Tiny shack in the mid-st of a vast, barren wasteland—that is the base of the Dominion Explorers as pictured in the upper photo. Captain Charles Sutton, right, is chief pilot of the adventurous expedition and Jack Rogers, left, is head geologist. Lower left are shown two of the party's cabin planes nosed into the special sleds and held against the arctic winds by ice anchors.

(By Hortense Saunders.)

New York, Jan. 12.—Hardy mountaineers, who munched over Yukon and Klondike trails would have been staggered by the thought of taking along a ping-pong outfit to while away the winter months at their diggings.

And many a gold-seeker who nonchalantly braved the perils of roaring rivers and rocky trails, blizzards and starvation, would have trembled at the idea of invading the fastnesses of the northland in fragile airplanes.

Yet these things are just what Captain Charles Sutton and a party of flying adventurers are going to do. Sutton, chief pilot, and about fifteen other aviators and geologists comprise the field expedition of Dominion Explorers, Ltd., a syndicate which is hunting gold throughout the snow-covered stretches of Northern Canada.

Sutton is in New York to buy additional airplanes and supplies.

"There's gold in Canada," he said. "There are big deposits of gold in those rocks under the snow. We expect to find mines as profitable and maybe more extensive than those found in Alaska. But the cold climate and the difficulty of transportation have kept anyone from finding it."

#### Aerial Geology.

"Our plan is to cover the 60,000 square miles at the top of Canada, between Hudson Bay and Alaska, right under the pole in the Arctic Circle, from the air. We will fly over this whole country, with expert geologists who can tell by the rock formations where the gold may be hidden. All country that looks favourable will be marked on maps and other planes will take miners and engineers

to these places to do the actual prospecting.

"Air hunting can be done the year around because the tops of the rocks always are swept free of snow. Actual prospecting can be done only between May and November, when the weather is sufficiently temperate."

#### A Year's Experience.

The expedition started last year, and already has had one year at the base which was established at Tavane, about 1,000 miles directly north of Winnipeg, considerably above Churchill, the last settlement.

This country is a wasteland of rock and snow with no vegetation. All the necessities for life have to be taken there. Now the party has seven shacks, built with double walls to keep out the snow and dampness.

Ten thousand tons of coal have been taken up by boat, and gasoline engines have been established at the various sub bases. Large supplies of food, blankets, oil, clothing, and lumber have been provided.

The equipment also includes three Fairchild planes, a tractor and a Ford car. This year they will add two more Fairchild cabin monoplanes.

Sutton was a wartime Royal Flying Corps pilot, has three German planes officially to his credit, and years of commercial flying since the war.

The explorers are a subsidiary of the Thayer Lindsey mining group, a syndicate of Canadians who have enormous capital and are willing to put years of work and millions of dollars into aerial gold rushing.

#### In Touch by Radio.

"Though miles from any human habitation there," Sutton said,

"we are in communication by radio with Ottawa. We never see a newspaper, but we get all the news and the mining prices from Winnipeg, and we get Honolulu and Los Angeles dance music in the evening. Of course, we pick up the stations around New York."

"During the winter, the temperature is between 40 and 50 degrees below zero, and it has reached 60. However, the cold is very healthy and we never have had a casualty there."

"We fly every day, and our machines are out in the coldest weather. We have built special sheds for them so they always have their engines covered and thus are ready for flight. When not in use they have to be tied down with ice anchors or the arctic winds certainly would carry them away. During the winter, pontoons are removed and skis put on."

#### Game Is Scarce.

Their only neighbours are the Eskimos who work for them and will be used for labour when the actual mining begins.

"Some of the time we have good hunting and fishing and have fresh meat, but much of the time we live on canned foods. Having spent one year there, we know better what to provide for this year."

"Last year, for instance, we had only two packs of playing cards, and with nothing to do evenings but play bridge, the spots soon wore off. This year, we shall have several packs, and we are also taking baseballs and bats and ping-pong outfits."

"It probably is as good an adventure as the world affords to-day, and we are having the time of our lives."

## A MYSTERY CITY.

### RIDDLE OF KING SOLOMON'S MINES.

There are in the heart of Rhodesia the ruins of a great forgotten city which form one of the profoundest archaeological mysteries of the ages and which are shortly to be explored by a brilliant English archaeologist, Miss Gertrude Caton-Thompson.

These ruins (says the *Evening Express*), the crumbling temples and colossal fortifications of Zimbabwe, have been obstinately linked by legend, in the face of scientific discouragement, with one of the great women of history, the Queen of Sheba, and her fabulously wealthy country.

Probably there is no topographical problem round which controversy has raged more fiercely than the identity of that mythical Land of Ophir, whence came the unimaginable treasures which found their way to the courts of David and Solomon.

Rider Haggard has expressed the belief that the long-nosed Phoenicians gathered from the grey solitudes of Zimbabwe the gold which Solomon used in the building of his temple, and experienced archaeologists have subsequently claimed that they could prove scientifically that this belief was not a myth, but historic truth.

Their chief opponent, an eminent archaeologist sent out to Rhodesia by the British Association, came to the conclusion that Zimbabwe was comparatively a modern city.

His supporters pointed out that in the few years that Zimbabwe had been discovered its walls had been crumbling so quickly that at that rate it would not have stood very long.

This explanation was not satisfactory. There remained extremely puzzling features about these ruins, which suggested that there may be more truth in the legend than has been dreamt of.

#### African Eldorado.

When Europe was emerging from the middle-ages the Portuguese and Spanish explorers were constantly searching for a great and miraculous Empire in the heart of Africa. Monomotapa, the legendary capital of this Empire, was speculatively inserted in their maps. It was an elusive, glittering Eldorado which they always sought and never found.

Was Zimbabwe the Monomotapa which they sought and the capital of the country over which the far-famed Prester John ruled?

Was the legend of Prester John, the mythical structure built round the original reports of the wealth and prosperity of the Land of Ophir? No one, of course, can say for certain, but the theory is intriguing.

The first explorers of Zimbabwe swore that it was the country of the Queen of Sheba. Ophir, it was pointed out in vain, had been identified as a port on the coast of Arabia.

They reconciled themselves to this difficulty by stating that gold came through Ophir from a land called Havilah. And Havilah, they claimed to prove, was the Rhodesia of Zimbabwe.

#### Site of Paradise?

A Dutch minister, du Toit, went even further, writing a novel in Afrikaans to prove that Zimbabwe was part of the original site of Paradise, and verified this argument by pointing out that the five rivers mentioned in the Bible could be identified with the Zambezi, the Niger, the Congo, the Nile, and one of twelve other alternatives, which all, he said, had their source in the same fruitful basin.

But the more moderate supporters of this theory were satisfied with ascribing the origin of Zimbabwe to the years 1200-1100 B.C. when the Queen of Sheba travelled from that far-flung territory, to visit Solomon "in all his glory."

The massive ruins, they asserted, in every inch of their structure, supported the argument that this was the source not only of Solomon's gold but also of the great treasures possessed by the Sabaeans, the Tyrians, and Sidonians, to which references in the Scriptures are so frequent.

#### £75,000,000 in Gold.

It is an undoubted fact, they concluded, as they looked into those disused and jungle-covered shafts round Zimbabwe, that many millions of pounds of gold had been extracted by these ancient nations from the territory—one archaeologist making a conservative estimate of £75,000,000—during the period in which biblical references are made to the gold of Ophir.

Even their greatest opponents admitted that no part of the known world, India included, yielded such overwhelming evidence of extensive, continuous and successful ancient gold-mining operations as are found on every hand in Rhodesia.

You walk amongst the labyrinthine passages and the well-built granite walls of the great Zimbabwe temple and you are overwhelmed with the awe-inspiring nature of the mystery.

## NEW WEATHER SECRET.

### PREDICTIONS FOR ANY DATE IN THE YEAR.

Is there concealed beneath the majestic caprice of the weather a latent regularity as amenable to scientific discipline as the movements of the heavenly bodies? That is a question an affirmative answer to which would confer permanent and incalculable benefits upon the whole of mankind (says a correspondent, of the *Morning Post*).

Herr Hermann Brix, a Silesian engineer, is not only convinced that such a secret exists, but he claims to have discovered the clues. He has devoted his whole leisure during twenty years to the elaboration of a system of weather conditions with something approximating to mathematical precision.

The system of Herr Brix, which irresistibly recalls to the mind the numerical symbolism whereby ancient philosophers sought to interpret the harmonies of the universe. But, whereas Pythagoras' magic number was seven, that of Herr Brix is twenty-two. By a searching investigation of the meteorological reports of numerous German weather stations back to the year 1794, he has found that the weather obeys strict and invariable laws in recurrent cycles of twenty-two days.

With the aid of the weather reports on, say, December 5th, he is thereby enabled to calculate exactly what the weather will be on December 27th, on December 6th, the weather for December 28th, and so forth. By taking his result for December 27th, he can calculate the weather for January 18th, and by endless repetitions of this process he could theoretically predict the weather for any given day in the Twenty-first Century with as much precision as we are accustomed to expect of eclipse forecasts.

#### Approximate Accuracy.

In practice, however, he has not yet been able to bring his system to this stage of perfection, and the accuracy declines in proportion to the length of time. A fraction of a degree of temperature neglected on the day on which he bases a given calculation for the twenty-second day ahead will necessarily affect the result, and may do so to the extent of two degrees. This margin of error will be still greater for the next twenty-two day period, and so on. Actually, therefore, Herr Brix is content with approximate accuracy for a twenty-two day forecast based on observed weather reports. He nevertheless claims sufficient accuracy to be able to predict the general complexion of the weather over quite long periods.

The information which Herr Brix purports to supply in advance for the places to which the weather observations and calculations have reference is the maximum and minimum temperature each day, the temperature at 7 a.m., the volume of rainfall, and the velocity of the wind. The rainfall and the wind he deduces automatically from the temperature forecasts. For the purpose of temperature predictions he employs two sets of data which are fundamental.

#### Predictions By Sum.

We will suppose that it is the maximum temperature which he

base temple and you are overwhelmed with the awe-inspiring nature of the mystery.

You cross the red waters of the Ungushi River and climb the slopes of the hills on which the fortress was situated 500ft. above the valley. You notice that it is only accessible on one side. On the other there is a sheer drop of from 70 to 90 feet high.

#### Mysterious People.

By the side you have entered there is a wall of massive thickness, 20ft. high. All approaches to it can be protected at every turn by ambuscades.

A single precarious flight of steps leads down the great boulders to the bottom of the precipice. On top of the hill behind the walls of the fortress you find a plateau which was once adorned by tall, monoliths and decorated pillars.

You look on a circular space which was once an immense cement altar but which is to-day a cracked and decrepit ruin. "Who were the people who made all this?" you ask. "Where did they mysteriously come from and whence did they even more strangely disappear?"

"What victims were sacrificed on the smooth surface of the altar and in the name of what god?"

The answer at the moment is silence, but perhaps it may chance that some dramatic whisper will come from the lips of Miss Caton-Thompson, who has already done such brilliant work in Egypt, Malta, and Fayum.

Perhaps, too, the honour may be hers of filling in many gaps in the history of one of the most illustrious members of her sex: the Queen of Sheba.

thorough investigation. Meanwhile he has nothing to say about the weather prospects for the present winter, as he is working single-handed, and has not yet devoted the time to the lengthy and arduous calculations involved.



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## AN ANCIENT BANYAN TREE.



The above photograph is of an ancient banyan tree near Ping Loh, Kwangsi Province. Natives worship at this old beauty of nature, and long ago built the shrines and raised the stone slabs seen under the tree.

## SPEAKING TO THE FUTURE.

### THE KING'S VOICE FOR 100 YEARS HENCE.

It is not generally known that even gramophone records are to be found in the British Museum. But records of some old English folk dances and of several Indian dialects are housed there in addition to several matrices of records which famous people of to-day have made. The matrix is the impression from which records are taken at the factory.

As a result of this innovation, the voices of the King and Queen, the Prince of Wales, Lord Roberts, Curzon, Melba, Sir Ernest Shackleton, Mr. Lloyd George, Mr. Winston Churchill, Lord Davidson of Lambeth, the late Lord Oxford, Mr. Bernard Shaw and other celebrities can become known to future generations. The authorities of the British Museum have undertaken not to take records from the matrices during the present generation.



# Assembling Your Own Ensembles



Louiseboulanger Created This Fetching Evening Gown Of Filmy Black Tulle. It Is Devoid of Ornament Except for Velvet Pastilles And a Waistline Bouquet.



To Soften the Pertness of Tulle. Lucien Lelong Places Twin Shoulder Flowers. On a White Evening Gown and Completes The Picture With a Triple Strand of Pearls.



Jaunty and Different Is This Maroon Wool Suit Made by Jean Patou for Mme. Arletti, French Actress.

THE main thing this spring is to have some relation between coats chosen for the wardrobe and frocks that will go with them. Ensembles are too dear to woman's heart to be cast aside lightly, and though there will be many separate spring coats, all of them will sound the ensemble note by having the color, general line or decoration of some frocks they top.

This spring things are "keyed" to go with each other. For instance, the woman of taste will not wear a chiffon frock with a sports coat this spring. She will not top a sports frock outfit with a dress hat. Her whole wardrobe will be planned with groups of different types of costumes that in color, fabric or general line blend harmoniously.

More coats will be sold this spring, if fashionists can predict anything. There is a feeling for jackets or coats for every frock. Women now like to pick the jacket or coat to top their own frocks, rather than take a stereotyped assembled ensemble.

It is quite well recognized by now that the dress silhouette is curving noticeably, that there is more formality, more femininity, and less uniformity in new styles.

COATS, however, are more conservative than dresses. Whereas dresses almost universally adopted the uneven hem last season, coats are just getting around to it. Whereas frocks marked a natural waistline as early as last summer, coats are now averring in to accent it.

But even coats have fallen into the way of the changing silhouette. Spring coats may still sound the general straight-line theme, but not one of them lacks some saving fullness, be it godets, side pleats, back pleats, lapping fronts or flounces. Lengths are much longer. Even sportswear is longer. Floral prints and dots are good. So are checks.

Fur trims spring things, or bands of embroidery take its place. If one has neither, the decorative scarf is imperative. A relationship between one's hat and scarf is necessary.

There seems to be more diversity in hat shapes than in frocks. The flat low crown with trimming hanging off in some way is excellent. So is the high crown and narrow brim. So is the wide brim or the slashed, irregular or flaring brim. Even in such details as shoulder flowers, great individuality is seen.

As accessories for a white tulle evening gown, Lucien Lelong adds twin shoulder flowers in black and white tulle and places triple strands of pearls around Milady's neck to soften the pertness of the tulle. These accessories are shown in the photograph in the center of the page.

White is excellent this spring for evening. But the woman of individuality seeks some sort of unusual accessory to distinguish her white gown from others.

ONE of the most conspicuous successes predicted for the coming season is the formal tulle gown. Louiseboulanger created the Paris version of the tulle gown shown at the upper left. It is a handsome thing of black tulle with large-sized pastilles of velvet, sounding the stylish polka dotted theme.

It is fashioned over a princess slip that takes a scalloped flounce for its lower edge that ends at somewhat long length. The tulle veiling it goes on until it reaches the ankles in front and practically touches the floor in back.

This gown is devoid of any ornament save a spray of orchids across the front of the natural waistline.

The tulle itself is cut princess until almost knee-length. Then it adds a flounce of pleated plain tulle, with no dots in

it. At one side there is a charmingly arranged train. One of the main spring songs of style will sound the suit theme. Whether it be a strictly tailored suit or a sports suit with a sweater blouse, milady just must have a suit this spring. Later on, silk suits promise prominence. But soft woollens for early spring are really lovely.

PATOU designed the tailored suit—shown at the upper right—for Mademoiselle Arletti, well-known Parisian actress. It is tremendously jaunty and different. Its fabric, heavy ribbed worsted in maroon shade, makes it look particularly chic and youthful.

It has a little double-breasted coat fastened at the end of rolling lapels and patch pockets. The skirt has such a deep box pleat in front that it almost gives the width of a divided skirt. It is a tuck-in skirt and the little blouse of beige crepe has a filled jabot stitched down the front. A beige flower is worn in the button hole.

Topping this is one of the new spring hats, a little soft velvet and satin turban that winds around the head in a swelt manner and has its ends as streamers over one ear.

Very different is a sports ensemble that uses blue and gray in delightful combination. This outfit—shown at the right—sounds a new spring note for sweaters. They, too, are growing extremely sophisticated.

This ensemble has its skirt and three-quarters coat in smooth finished gray woolen. The skirt has a panel of pleats over the left hip that allows freedom for walking. The coat has ample width also and double patch pockets.

The sweater is gray with various blues decorating it in stripes that tie themselves in pert bows. Gray gloves and a hat and purse of the deepest blue of the sweater and an oddity linked silver necklace are the accessories.

MANY sports coats for spring will use the set-in sleeve that has a more or less mannish appearance. One such is the Henri Bendel model in Scotch tweed, illustrated at the lower right. It is in the new spring colors of apple green and soft gray.

The coat is a herringbone tweed pattern, in green, with its edges bound in plain green of the darkest tone. It has a tailored collarless neckline with front lapels. Its front widens flare slightly to give fullness.

The feature of this coat that is newest is the scarf of green and gray striped silk that is attached to the back of the coat neck. It really is the coat's collar and can be knotted in front if the day is chilly.

Topping this is a cloche hat of gray Chinese bangkok, with an elaborate banding of green. The banding ties in a little bow right in front.



A Sweater in Blue and Gray Is Worn With a Gray Woolen Skirt and Three-quarters Coat To Make This Modish Ensemble. From the Salon of Lucien Lelong.

A Gray and Green Silk Scarf Is the Collar Of This Henri Bendel Sports Coat. Fashioned of a Pleasing Herringbone Tweed In Apple Green and Soft Gray, New Spring Colors.



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# Hongkong Telegraph

## Pictorial Supplement

March 23rd, 1929.

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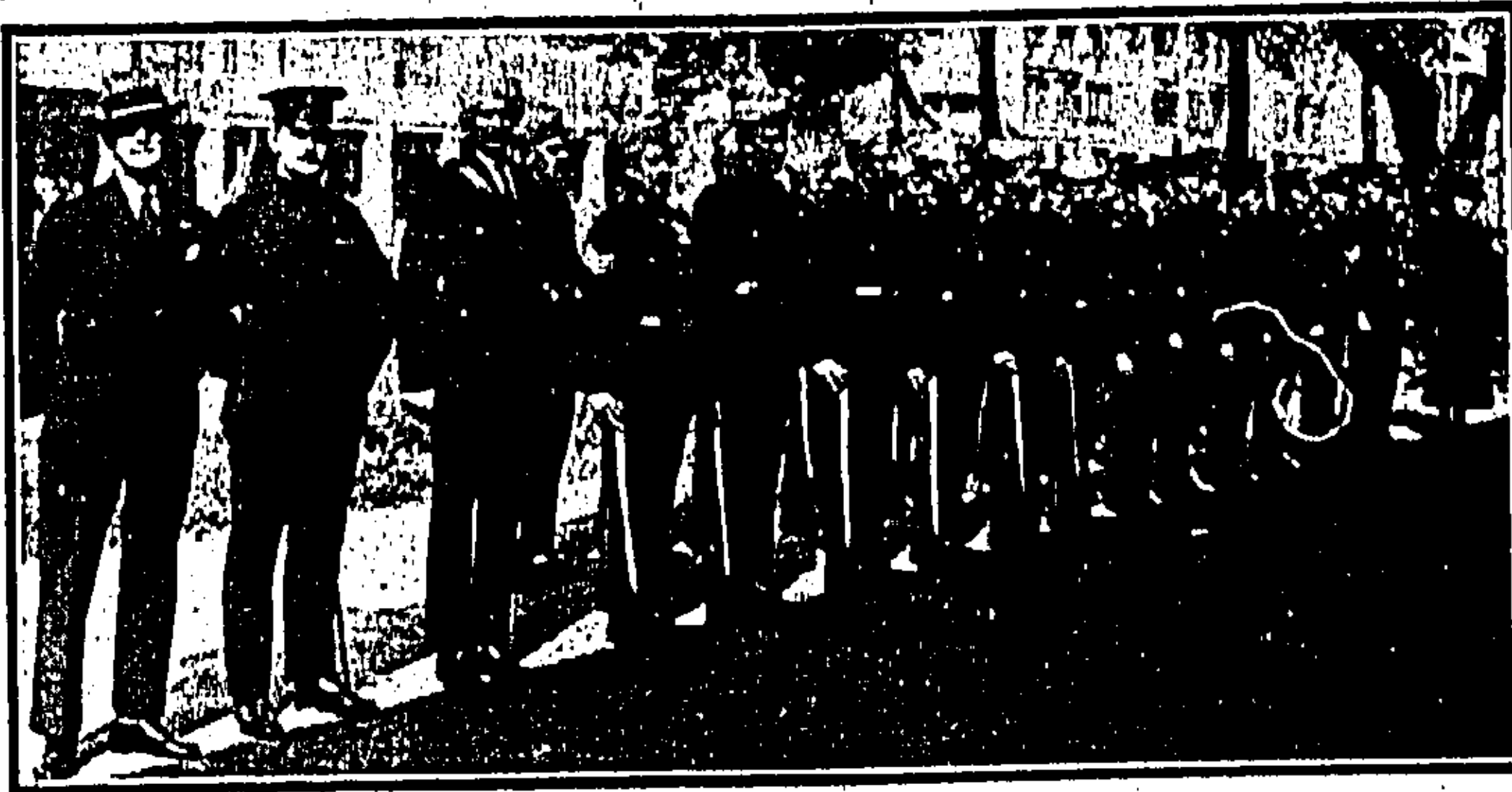
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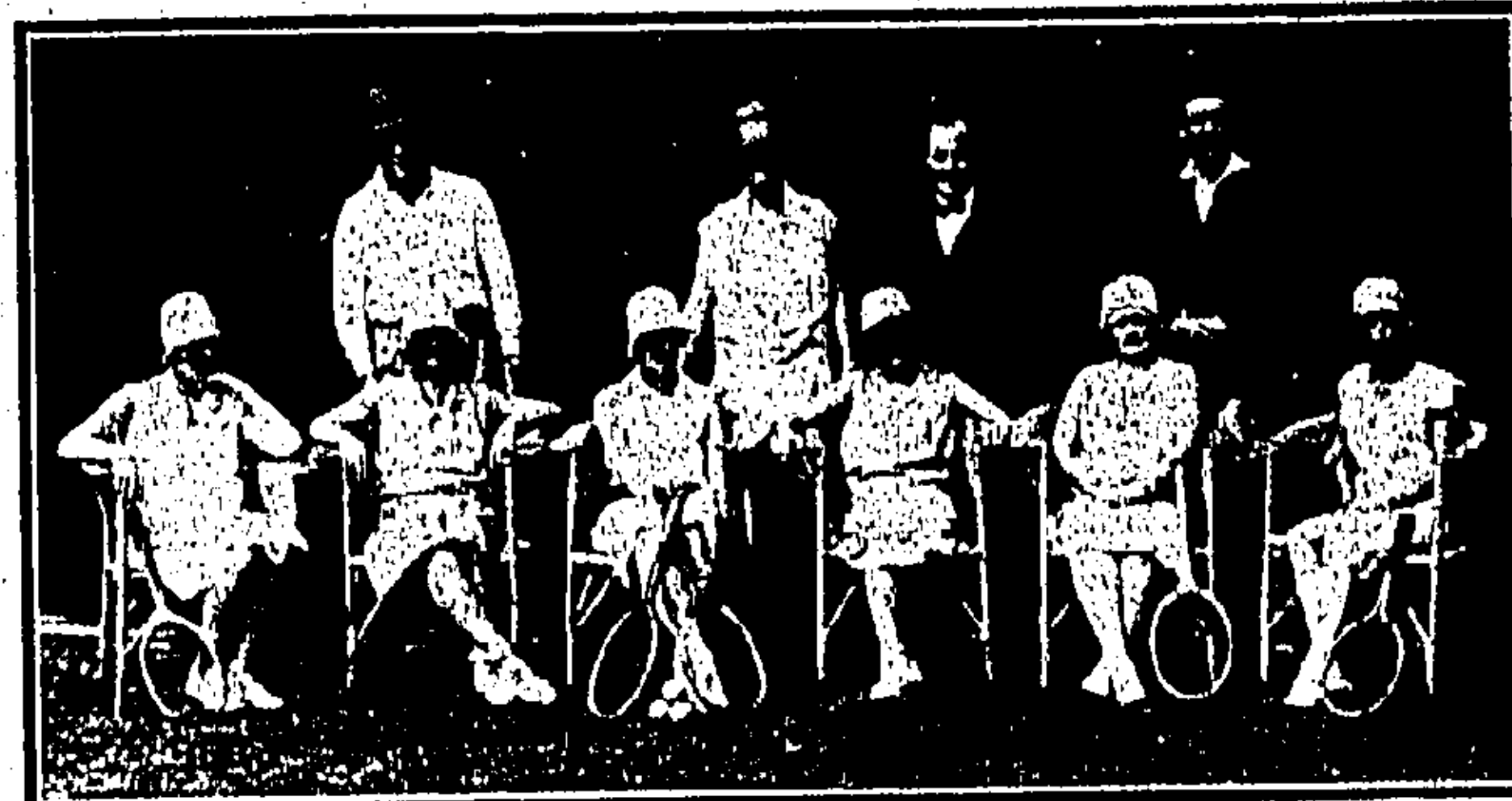
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MEN'S WEAR SPECIALISTS.



A recent photo of the Shamoen Police Force. On the extreme left is seen Captain G. A. Clements, Superintendent of the force, who has just left for Home on furlough, and next to him is Sub-Inspector Charles Pain, of Hongkong, who is replacing Captain Clements during his absence.



An American tennis tournament for ladies was held at the Kowloon Football Club on Sunday last, the above photograph showing some of the competitors. (Photo: A. Leung).



A recent photograph of the teaching staff of Queen's College. In the centre is seen Mr. A. H. Crook (Head Master) and Mr. W. Kay (Second Master). (Photo: Mee Cheung).



Washing clothes in a hole made in the ice in the frozen Zuider Zee. Record low temperatures were experienced in Holland during the recent arctic wave.

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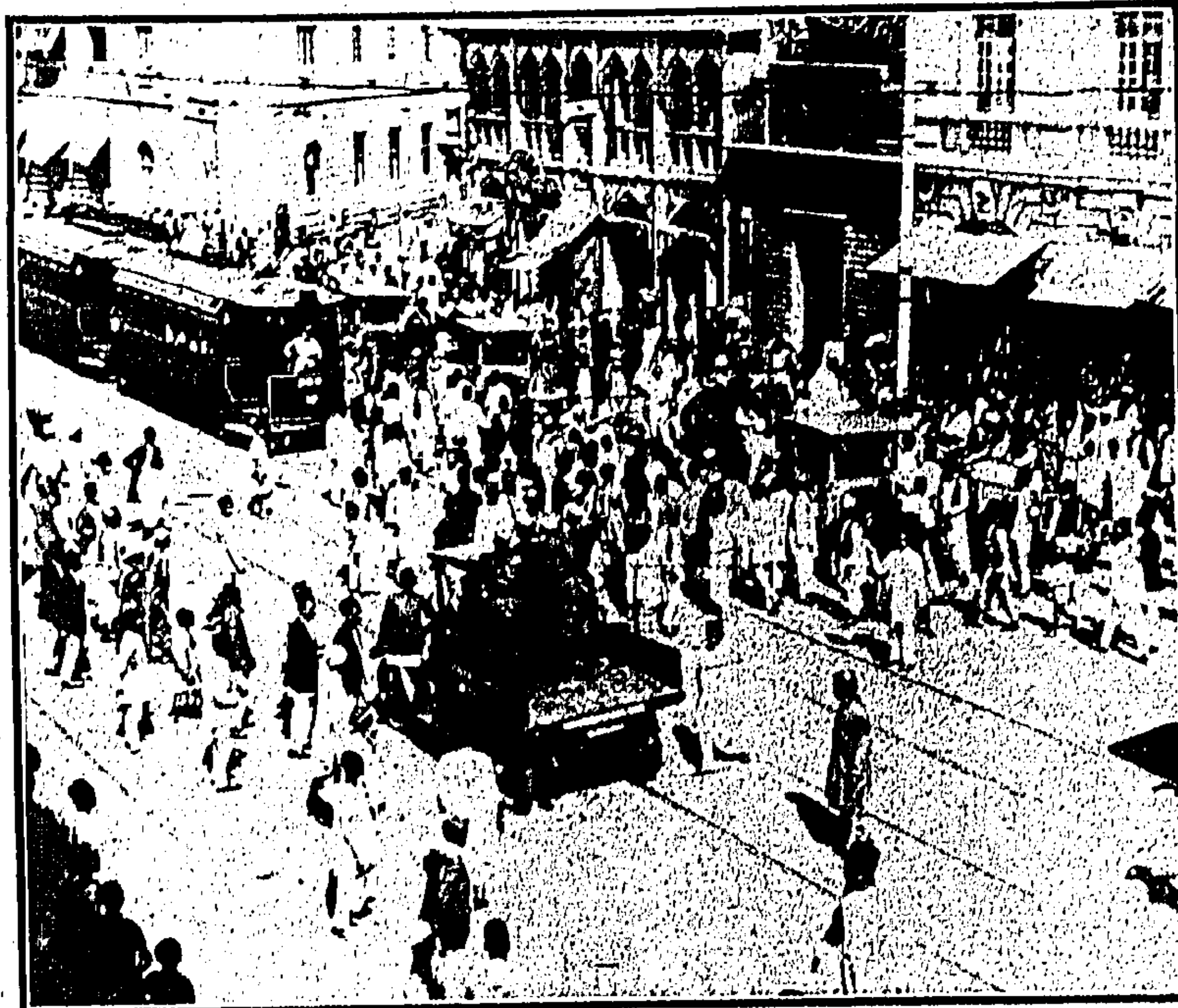
MEN'S OUTFITTING DEPARTMENT  
WHITEAWAY LAIDLAW & Co., Ltd.  
HONGKONG.



Sir Robert Ho Tung and Miss Jean Ho Tung, photographed at Tuesday's wedding. (Photo: Mee Cheung).



One of the most interesting local weddings of the season took place on Tuesday, when Miss Jean Ho Tung, daughter of Sir Robert and Lady Ho Tung, was married to Mr. W. M. Gittins, son of Mr. and Mrs. H. Gittins. A large and distinguished company of guests was present. (Photo: Mee Cheung).



A street scene in Bombay on the first days of the recent riots, showing a gathering harangued by agitators and watched by Indian police from a lorry.

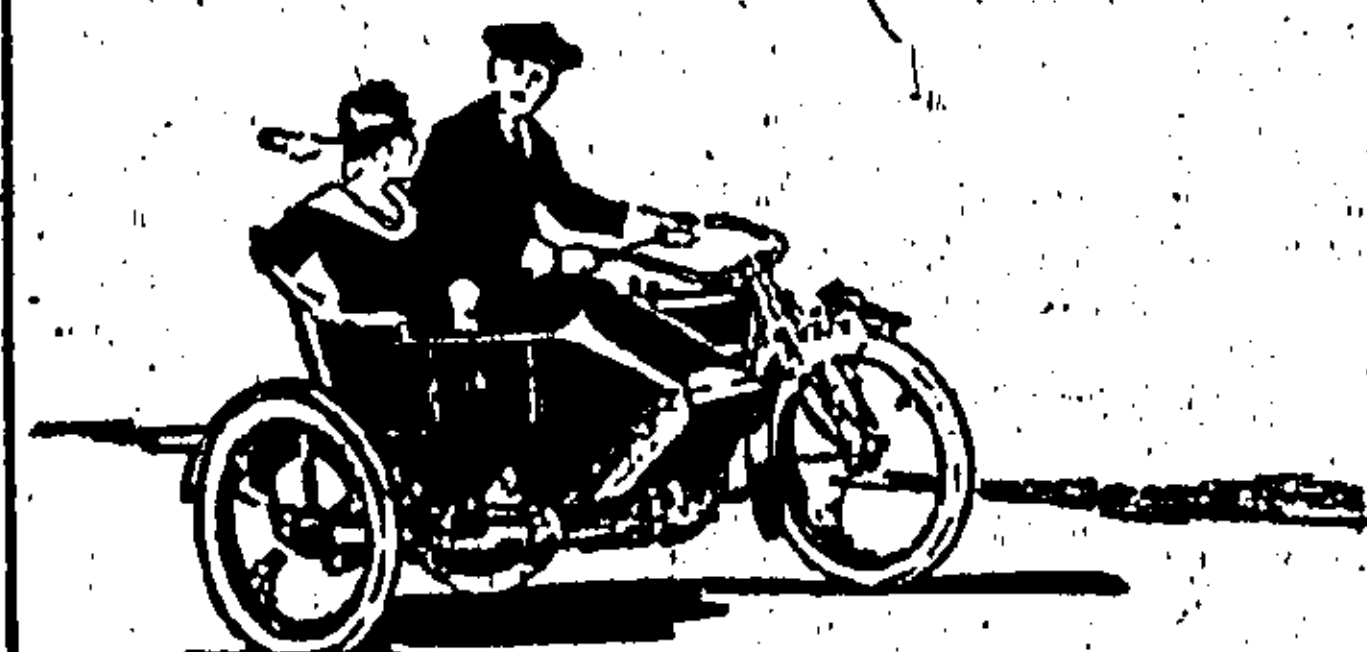
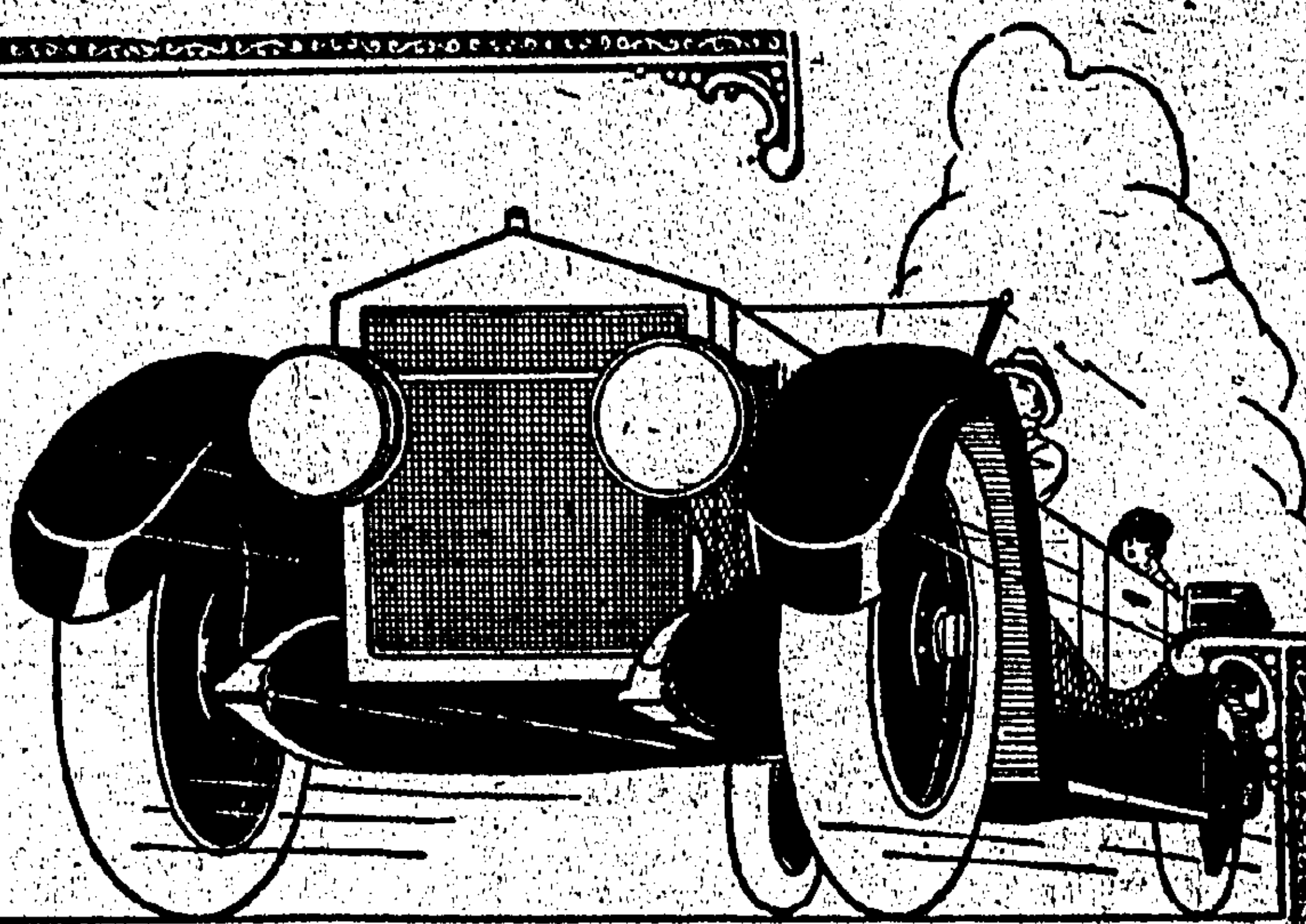


Bride and bridegroom, with best man and other attendants, photographed after the wedding of Miss Jean Ho Tung and Mr. W. M. Gittins, which took place on Tuesday. (Photo: Mee Cheung).



# MOTORING SUPPLEMENT

OF  
THE HONGKONG TELEGRAPH  
SATURDAY, 23rd MARCH, 1929.  
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## MODERN ROADS.

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New York, Jan. 26th.—Modern highways, improved by years of engineering research, have cut the death ratio caused by faulty road construction from 13 per cent. in 1920 to 11 per cent. in 1928, says Charles Upham, secretary-director of the American Road Builders' Association.

In 1927, Upham says, 26,618 persons were killed on state, county and city roads. Of this number, 3,586 met their death through "adverse physical conditions," such as narrow, defective or neglected roads and streets.

"The problem to-day," says Upham, "is not so much a matter of adapting design and construction to traffic conditions as it is to persuade officials to adopt the modern type of construction, with crowns reduced and curves banked, for all roads whether of primary or secondary importance."

"Our need has long been for paved highways. That need is being supplied. At the present time the necessity is not only for paved highways, but for wider and safer highways."

Examples of engineering improvements in road construction that eliminate the death risk are given by Upham. Among them are the elimination of crowns; walls or railings at dangerous points; grades reduced; elimination of the

## CAR NUMBER TOO LARGE.

Driver Fined for Plate  
Too Easily Seen.

"We consider that the police should have something better to do than waste their time over these petty details. This is only another example of one of these worrying technical offences brought up against motorists."

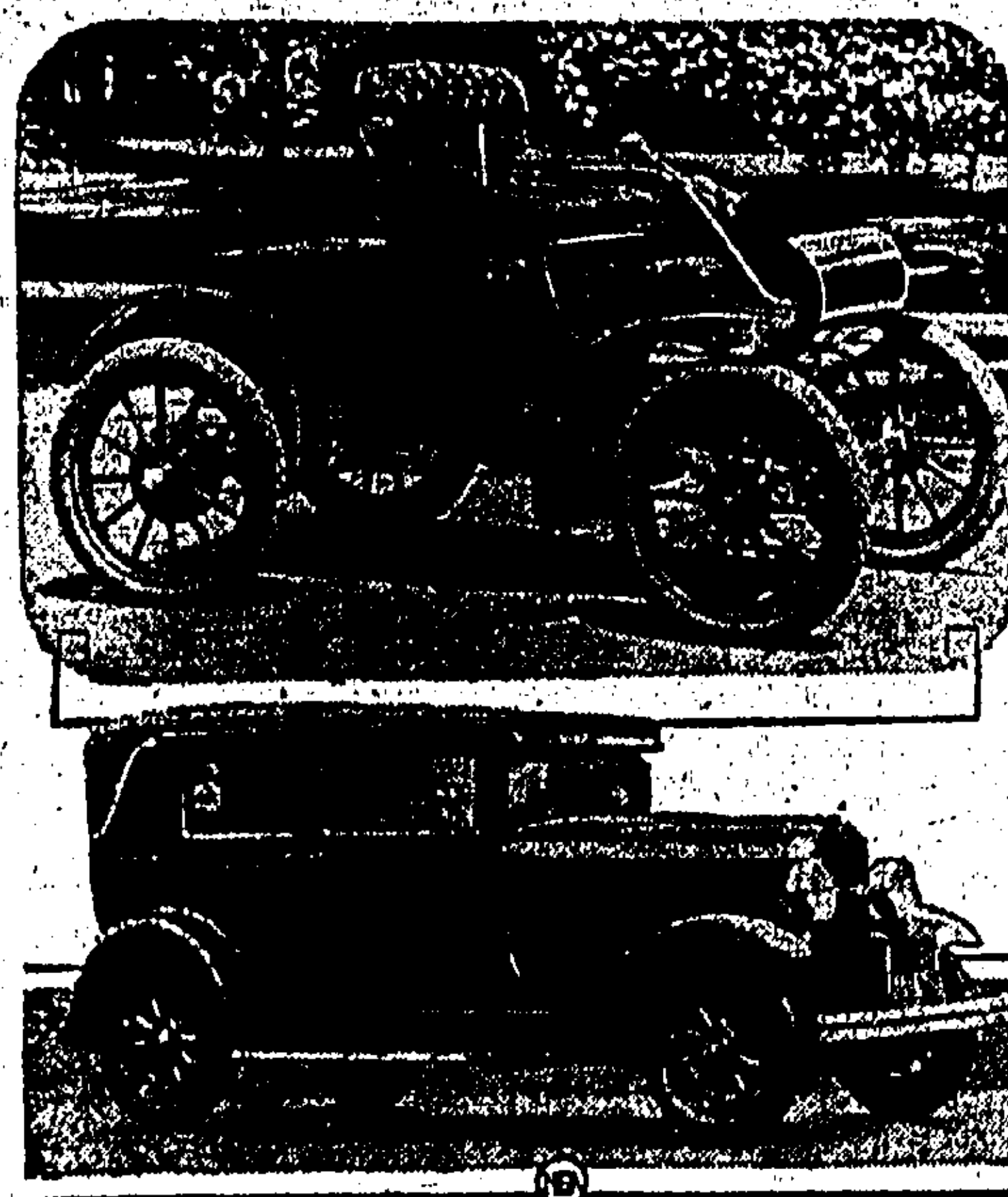
This statement was made by an official of the Automobile Association when discussing the case of Frederick Dyatt a motor driver, who was fined 5s. because the letters and numbers on his front identification plate were an inch and a half longer than the prescribed size.

The Magistrate at Tower Bridge Police Court, who fined the driver, said: "I cannot see what objection there is to the letters being too large, though there may be objection to their being too small."

"It is a curious point," said the Association official. "The law, drawn up about 1901, states that the numbers must be 3 1/4 in. high, but it allows for nothing below or nothing above that size. Although the larger numerals may be construed as a breach of the regulations, no sane person could suppose that any harm could result."

dust nuisance; roads widened; elimination of grade crossings; underpasses; pedestrian tubes and re-routing of highways so as to take the motorist out of congested districts.

## GREAT CHANGES SINCE 1900.



Extremes in the history of the automotive history to date are these two examples of Oldsmobile manufacture. Upper photo is one of a 1900 model, while the modern car it evolved into is shown below it, a 1929 de luxe landau sedan.

Automobiles still run on four wheels. And that fact is about the only thing in common between present day motor cars and those of the early days of the industry. The marvellous changes since 1900 are strikingly depicted in the history of the automobiles that have succeeded in keeping up with the times.

The one-cylinder, curved dash Oldsmobile of 1900, for example, was considered quite a finished product as compared with the first Oldsmobile completed in 1897. The single cylindered, two-cycle engine was under the seat and rear deck. Power was transmitted to the rear wheels by a chain and steering was accomplished by means of a tiller arm. The driver sat on the right side with the throttle control at his right.

The little crank directly under the seat was not a phonograph attachment but the means by which the engine was started, providing the driver had strength and endurance. The horn attached to the tiller was extra equipment. Tops were not included, but a rubber blanket with holes for driver's and passenger's heads could be purchased.

## Europe's First Influence.

The influence of early European motor car design can be seen in the two-cylinder, two-cycle touring Oldsmobile of 1905. A dummy hood was used, but the engine remained under the seat. The horsepower was increased to take care of the extra weight of the car by adding another cylinder.

A regulation steering wheel had replaced the tiller, but the right-hand drive was continued. Entrance to the rear seats was from the back through a small door between the seats. Wonderful lamps of gleaming brass formed head and side light.

The rapid strides made in those early years is depicted in the seven-passenger four-cylinder touring car of 1907. This had a

## USES MOST STEEL.

Of each 100 pounds of finished steel in 1928, the automobile industry used 17.70 pounds, railroads 17.28 pounds and the building industry 15.22 pounds. This is the first year that the automotive industry was foremost in use of steel.

## NEW KEYSTONE TAGS.

Pennsylvania license plates for 1930 will use a combination of letters and numerals, and no plate will contain more than five units. More than 1,800,000 tags have been ordered. The work will be done by convicts in the Western Penitentiary.

## Look out for—

THE  
500 c.c.   
SINGLE CYLINDER  
SIDE-BY-SIDE VALVE  
HARLEY-DAVIDSON

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DUE HERE SOON.

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Oil for your automobile can  
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The superior performance and economy which Gargyle Mobiloil brings to your automobile engine is not accidental. It results from our continuous specialization in lubrication since 1866.

In every quarter of the globe your Gargyle Mobiloil is the acknowledged quality oil. It is recommended by more automobile instruction books than any three other oils combined. It is used by far more automobile engineers than any other oil.

Your Mobiloil has proved its superiority not only in automobile use but under the even more severe test of aviation engines, farm tractor engines, motor truck engines.

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Let facts like these guide you in the selection of the oil which you put into your automobile engine.

You are always sure with

The World's Quality Oil

**Mobiloil**  
VACUUM OIL COMPANY.



## RIGA HAS FEW CARS.

Riga, the capital of Latvia, has 1488 motor cars travelling its streets. A year ago, the total was 1481. An American car, the Chevrolet, heads the list with 327.

## PLAN BIG BUS LINE.

Plans are under way for the formation of a \$7,000,000 international motor bus line operating through eastern United States and Canada. The company, it is stated, is backed entirely by American capital.

## TO ROUT GREASE.

Merely dampen a cloth with gasoline to remove grease from the body of a car. Never use a generous supply of the cleansing fluid or it will spoil the finish.

## ISSUES MOTOR LIBRARY.

A world transport library, printed in four languages, will be issued by the National Chamber of Commerce. The library will consist of a series of pamphlets dealing with fundamentals of motor trade and transport.

## HISTORY OF THE FREE WHEEL.

## The Inventor of the Universal Ratchet Type.

[By C. M. Linley.]

The term "free wheel" is used to-day in connexion with bicycles or motorcars to describe any form of unidirectional drive, excepting perhaps the common ratchet and pawl mechanism, although in action they are synonymous, meaning something that will induce a revolving member to carry with it another member mounted on the same shaft whilst revolving in one direction only, but will permit freedom between the two members when the direction of rotation is reversed. It is to-day essentially applied to some device that is silent in action when running free and which will grip instantly and is without positive teeth, but is not applied to the common ratchet and pawl.

In earlier days such devices were known in engineering as "friction ratchets," whilst in the tricycles, popular in the late seventies and early eighties, they were known as "free cranks" or "free pedals." About this time they were introduced into tricycles, not that they were considered any advantage, but to avoid paying royalty to James Starley who brought out a patent which was then called the "balance gear," now known as the differential, the older name being more correct. It is very doubtful whether Starley's patent would have been upheld, as the same device had been used on traction engines for many years by John Foyler, of Leeds, and many others, long before Starley applied it to his tricycle.

## The Origin of the Differential.

By mounting ratches in each of the wheels of a tricycle, both wheels were enabled to drive so long as a straight course was maintained, but when cornering, the outer wheel over-ran the inner one, the latter being the only one to drive. This at the time was thought to be a bad feature, the public demanding a machine that would drive both wheels whether running straight or cornering. It is somewhat strange that we are now being told that driving by two free wheels instead of by a differential is the correct method. Although ratches were tried for the driving of both wheels in place of a differential, they were found to be noisy, and were soon abandoned in favour of some silent and instantaneously gripping device, so their use was soon confined solely to tradesmen's carriers where the boy sat in front of his load. A loud clicking noise from the ratchets could always be heard as soon as the driver ceased to drive his machine by pedalling. In the late seventies the Cheylesmore clutch appeared. This was fitted to a tricycle made by the Coventry Machine Co. (now Swifts of Coventry) and took its name from Cheylesmore, a part of Coventry. The inner member was the driver, whilst the outer was driven by the rollers which jammed on the cam when it revolved in one direction, but allowed free movement when the outer member revolved, thus allowing the pedals to remain still.

## Clutch Incomplete Success.

This clutch did not prove a complete success, as, owing to the fact that the rollers always jammed on the same spot on the cam, a dent or hollow soon formed there, when the clutch became inoperative. It, however, appears to have been improved, owing to the better steel available to-day, and, with certain modifications, forms the nucleus of practically all the free wheels which are being applied to motorcars, excepting the Humber-Sandberg, which acts on an entirely different principle. Even on the bicycle the Cheylesmore principle has practically been abandoned.

From the late seventies to the early 'nineties nothing was done in the way of popularizing the unidirectional drive on either bicycles or tricycles, the reason for this being in all probability, that riders were not inclined to be entirely dependent on the brakes of the time, which were very unreliable, adding generally on the tyres, which before the pneumatic, used to come off their rims, and after the pneumatic came were more unreliable than ever, as should the tyre puncture the rider was left helpless.

## Accusation Refuted.

I have been accused of inventing the free wheel as applied to the modern bicycle, but I am quite innocent; what really happened is as follows:—

About 1893 I introduced a variable gear for bicycles which took the form of an expanding chain wheel, the operation of expanding and contracting being performed by the rider reversing the direction of revolution of his pedals, a jockey pulley taking up the slack chain when the wheel was in its smaller form. This necessitated the use of a free wheel at the hub of the bicycle. I soon found that the brakes of the day were not good enough to rely upon, so I made the first rim brake and exhibited it at the Stanley Show in 1894. The expanding-chain wheel did not catch on, but the free wheel and brake did, and spread like wildfire all over the world.

The next step was to make a reliable free wheel that was silent. Naturally I tried the Cheylesmore plan, but found it wanting, so I adopted ratches, but was faced with the problem of making them silent, so I reversed matters, putting the pawl inside the internal ratchet wheel, relying partly on centrifugal forces and partly on springs made from mandoline wire to start their engagement with the teeth of the wheel, the angle being such that once entered they would find their way to full engagement before taking up the drive. Ball bearings were found necessary, otherwise the worn metal would clog the pawls and prevent them from acting with certainty. In 1900 I designed a pre-selective gearbox which was subsequently used on thousands of Commer lorries; I would then have employed a free wheel had the brakes of the day been more safe.

## When Free-wheel Bicycles were Condemned.

It is amusing now to look back at the opinions expressed by those who at the time posed as experts in cycling matters. If I remember rightly, these gentlemen were unanimous in their condemnation of both free wheel and rim brake; one learned professor propounded the astonishing theory that the act of retarding a bicycle whilst descending a hill, by means of backpedalling, actually stored up energy in the rider, whilst another self-appointed expert prophesied that the rim would be worn through by the brakes in a few weeks. However, despite the critics, both devices have lived.

About 1908 the Mero gear appeared, the patents relating to it, seven in number, being dated 1905-7. This was a free wheel, much on the lines of those that have been recently introduced, combined with a locking device which enabled the engine to be used as a brake, the principle being that of the Cheylesmore clutch. I made a thorough trial of this device and was much impressed with the ease with which gears could be changed, and have often wondered why it was dropped. Probably it was before its time.

## TUNNEL IS PROFITABLE.

The Holland vehicular tunnel under the Hudson river was used by 7,650,000 motor cars and 1,750,000 trucks during the past year. A profit of \$5,200,000 was realized during 12 months.

## FREE SPENDERS.

The 6000 motor touring parties which went abroad in 1928 represented an increase of 45 per cent. over 1927, according to the foreign travel division of the American Automobile Association. The amount of money spent by these parties in foreign countries totals close to \$40,000,000.

## NEW STOP LIGHT.

A new stop light on the market now is placed in a direct line of vision for the approaching driver. The light is mounted in the rear window of a closed car and uses a neon electric tube which, it is reported, can be seen for two miles and can penetrate fog, dust or exhaust gases.

## INFANTRY MOTORIZED.

The Thirty-fourth Infantry at Fort Eustis, Va., is the first regiment in the United States army to be completely motorized.

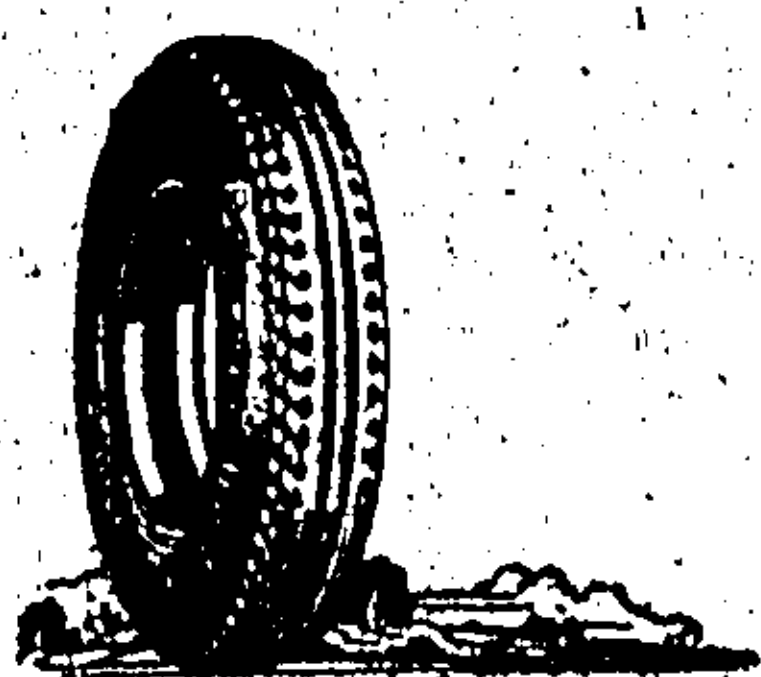
## CUTOFFS OUT.

Since Jan. 1 muffler cutoffs have been illegal in California. They must be sealed in such a way that they cannot be used, or the driver is liable to arrest.

## CLAMPING ON THE LID.

In a recent safety drive, highway officials of Massachusetts revoked the licenses of 1100 motorists in one week. The causes ranged from faulty brakes to improperly focused headlights.

## A mighty tough test of Goodrich Silvertowns



Public buses can show you the facts about Goodrich Silvertowns. They give—

—added mileage, yielding more deliveries from a single set of tires  
—continuous mileage, freed from trouble, which gets deliveries to customers on time  
—sturdy mileage, caring little for rough going and heavy loads.

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One GILLET entered. ONE GOLD MEDAL  
Some SUCCESSES obtained in 1928 by  
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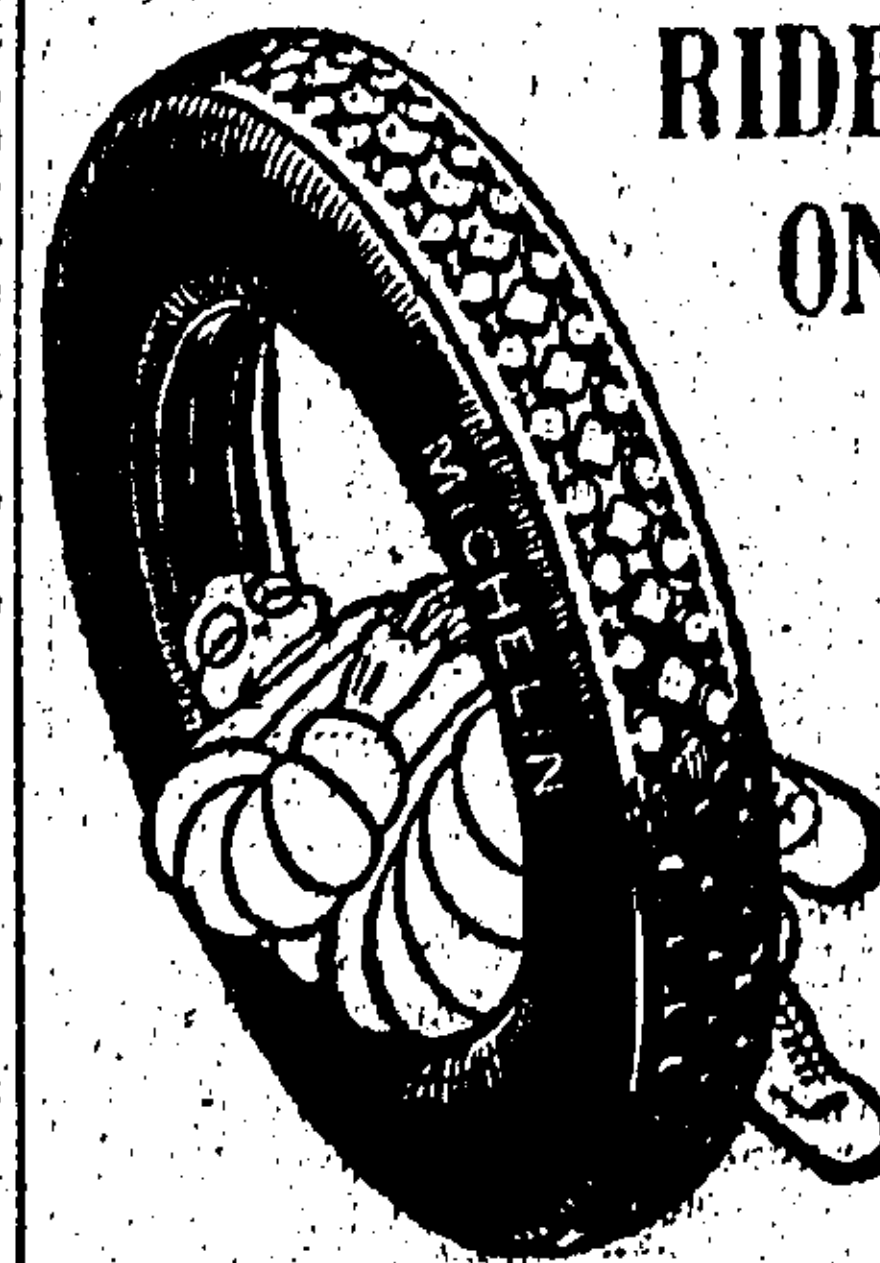
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46, Nathan Road, KOWLOON.

THE  
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INSURANCE CO. LTD.  
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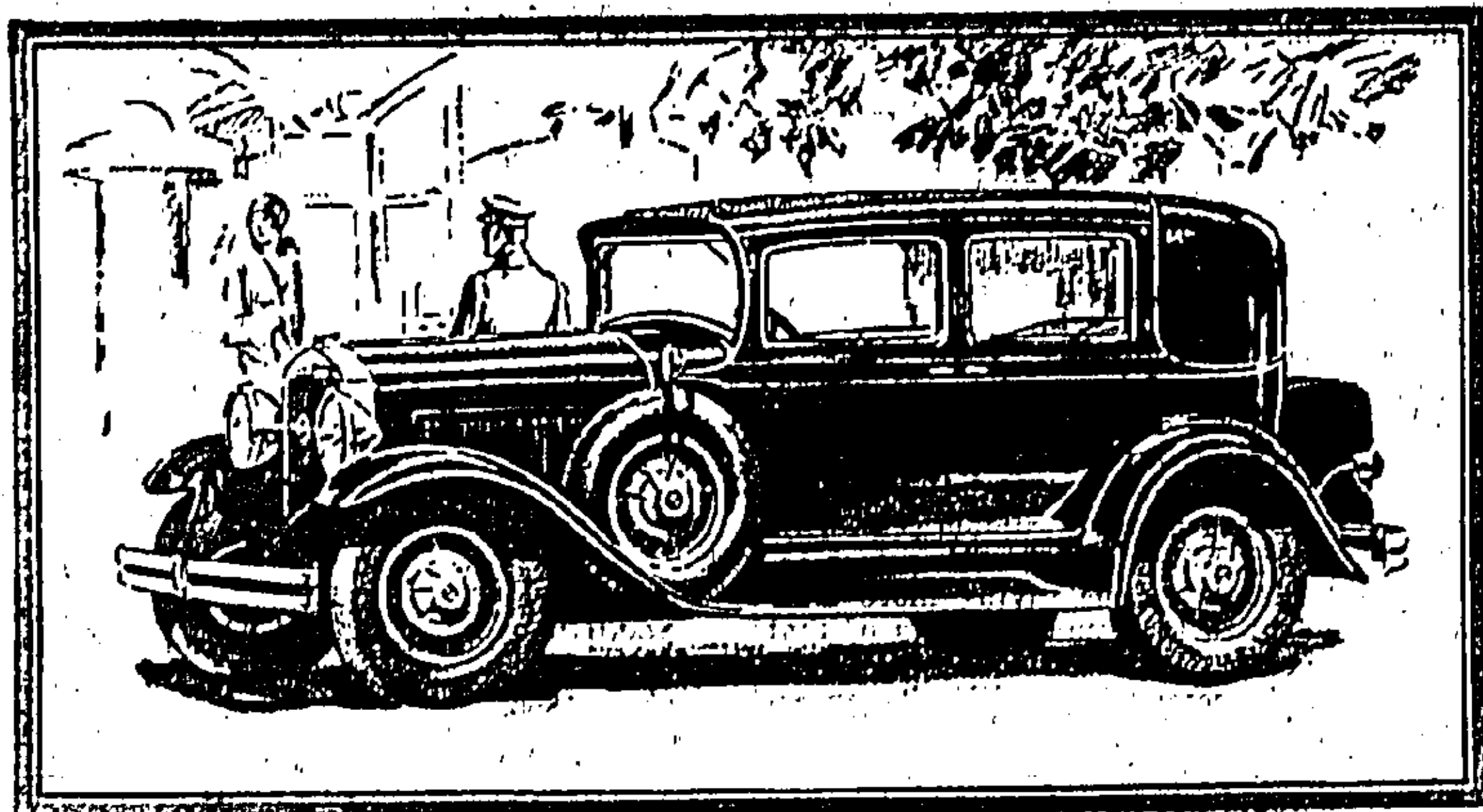
FIAT GARAGE  
Tel. C. 2221.  
Tel. C. 4821.

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BUILDER OF CHAMPIONS

announces a new and finer  
COMMANDER  
EIGHT



THE Commander—the world's most sought after fine car—is now still finer... an Eight at the price of a six!

A new Commander Eight by Studebaker, builder of champions! Worthy heir to the laurels of its gallant predecessor—The Commander which traveled 25,000 miles in less than 23,000 minutes! The new Commander Eight rides more easily—seats its passengers more comfortably—clings to the road at high speed even more steadily. Artists in coachcraft have deftly re-directed its

## A Studebaker Eight—at the price of a Six

Expect, when you take the wheel of the new Commander Eight, to find a still greater measure of brilliant performance, for all that made the former Commander a champion six has been brought still closer to perfection.

It is a Studebaker Eight and a champion! There are no finer motor car credentials than these.

## Studebaker's Four Lines

Studebaker builds four great lines of cars—The President Eight (50,000 miles in 26,336 minutes); The Commander (25,000 miles in 21,900 minutes); The Director, (15,000 miles in 4,751 minutes); The Explorer (10,000 miles in 964 minutes). Each is backed by Studebaker's 13-year guarantee.

Prices range from H. K. \$2,320 to H. K. \$6,140

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new, longer, lower lines  
double-drop frame  
safety steel steering wheel  
non-shatterable windshield  
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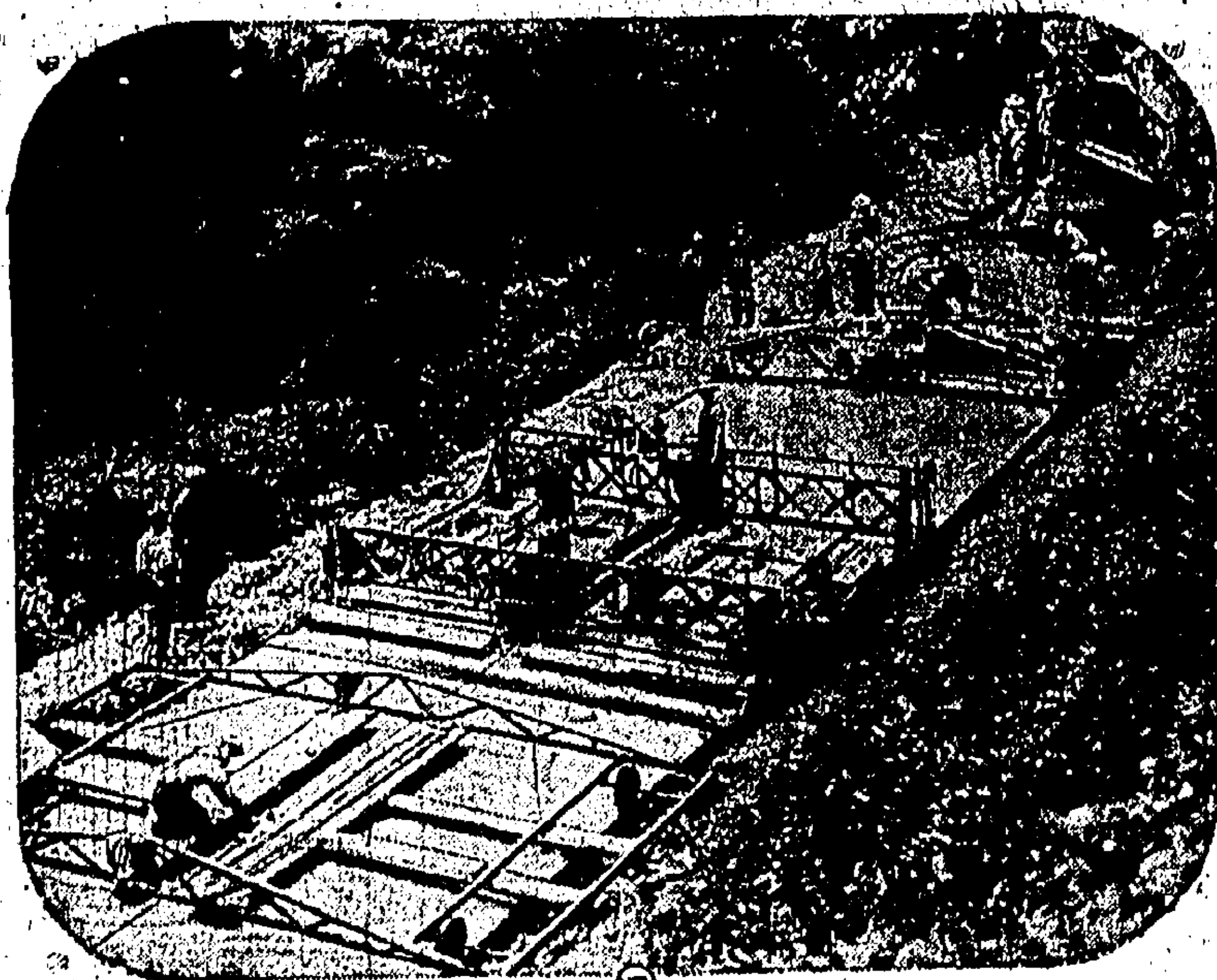


## HIGHWAYS BY "MASS CONSTRUCTION."

Massive Machinery Instead of Gangs.

[Special Report to the Hongkong Telegraph.]

[By Israel Klein.]



This is how a modern concrete highway is built. From the concrete mixer at right, past the finishing machine and the road joint machine behind, the work goes so fast that 1500 feet of highway can be built in a day.

Cleveland, Jan. 21st.—This automotive age has made highway building as much a part of mass production as the automobile itself.

No better sign of this development can be noticed than that presented at the annual exposition of the American Road Builders' Association in Cleveland. Machinery has replaced man-power, speed and efficiency are the watchwords and mass construction is the goal.

A casual review of the road show here reveals how modern highways are built. A few men to take care and guide the machinery, and an entire concrete

pavement can be laid with the same ease that a carpet is put down in your home.

The machinery for such work runs the entire gamut of construction from pioneering to finishing. Massive steam shovels, excavators and ditch diggers were exhibited to show how one machine can do the work of dozens of men in a short time.

Levees Laid Down Quickly.

One excavator was so large that its smaller brother had to be shown at this exhibit—and that wasn't so small either. The large one is used in the construction of

levees along the Mississippi, while the smaller one has dug out mountain sides to make way for new roads.

It is said that it takes one husky labourer a whole day to move only 12 to 15 cubic yards of earth 100 feet. The levee excavator, taking a 3½-yard bite at one time, moves 225 yards of earth in an hour. It weighs 230,000 pounds, yet it is so constructed that it can be disassembled and loaded in a day for removal.

While the road is being excavated, ditch diggers alongside open five to six-foot sluices for laying of pipes. Nothing like the slow, back-breaking work that this

World War veterans' construction. Now it's merely a matter of putting a machine in place and clawing out the ground with steel pointed buckets on a belt.

Rock Crushers Replace Gangs.

The trucks that remove this earth are as massive as the other machinery. One truck has six broad wheels along the rear axle so that no kind of soft earth can keep it from digging itself out.

With the road cut out, the laying of asphalt or concrete is swift and easy. For each type of road there are massive rock crushers and graders that prepare the foundation in so short a time it would make a thousand convicts dizzy.

The greatest progress has been shown in the construction of concrete roads. Here were shown massive arrangements of steel called "grabbers," which weigh or measure out the proper batches for road making. These, complicated and heavy as they are, are portable to the extent of setting them up at railroad sidings near the new job.

All in One Operation.

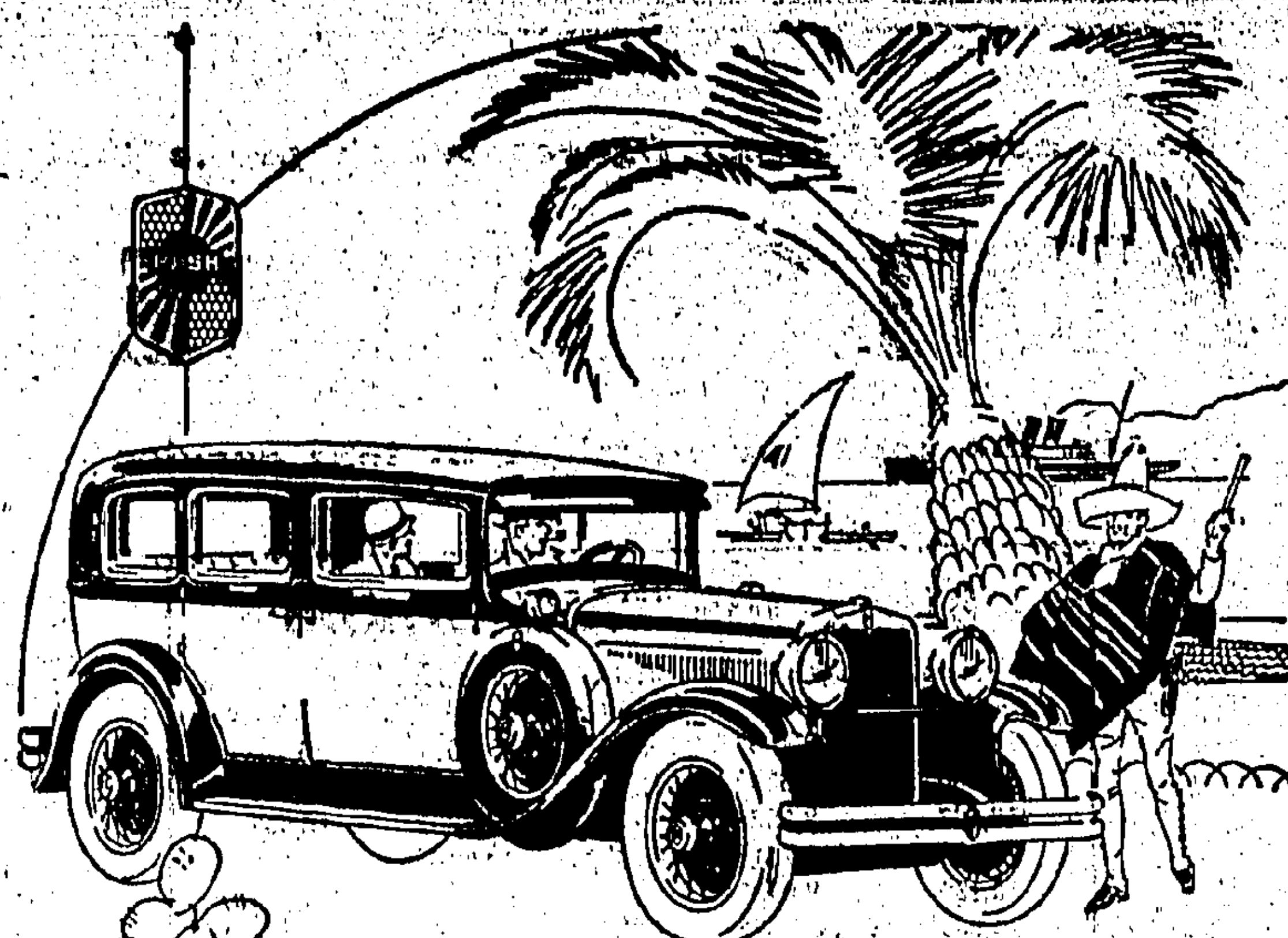
From this, trucks move the batches to massive concrete mixers, where cement and water are mixed with the stone and sand. These mixers move slowly ahead as they lay the concrete over the new roadbed. Right behind comes the road finisher, a unique machine that smooths the roadbed all the way across and moves along with the work.

After the finisher, several models of which were on exhibit, comes the road joint machine which cuts deep joints along the middle of the fresh road and across at regular intervals, and then pours hot tar into these joints to prevent cracking of the concrete with the changes of the weather.

Such a machine, operated by two or three men, eliminates further maintenance of concrete roads and saves 60 per cent in cost of its construction. It is said.

Dragging behind is a bridge arrangement on which a man smooths the joints.

All this and other auxiliary machines at this road show presented a new phase to road construction. Not only are they designed for rapid work, but they are built to assume the increasingly drastic demands put upon road builders by modern traffic.



## A Motor Car for Those Accustomed to the Finest

THE advantages of great volume production such as Nash enjoys will be seen instantly when the new Nash "400" is compared with more expensive cars.

It has every costly-car advantage—fine craftsmanship—materials of highest quality—advanced features such as centralized chassis lubrication, hydraulic shock absorbers, and the like.

It has graceful, modern, low-swung style which marks it for attention and outspoken admiration wherever fine motor cars are assembled.

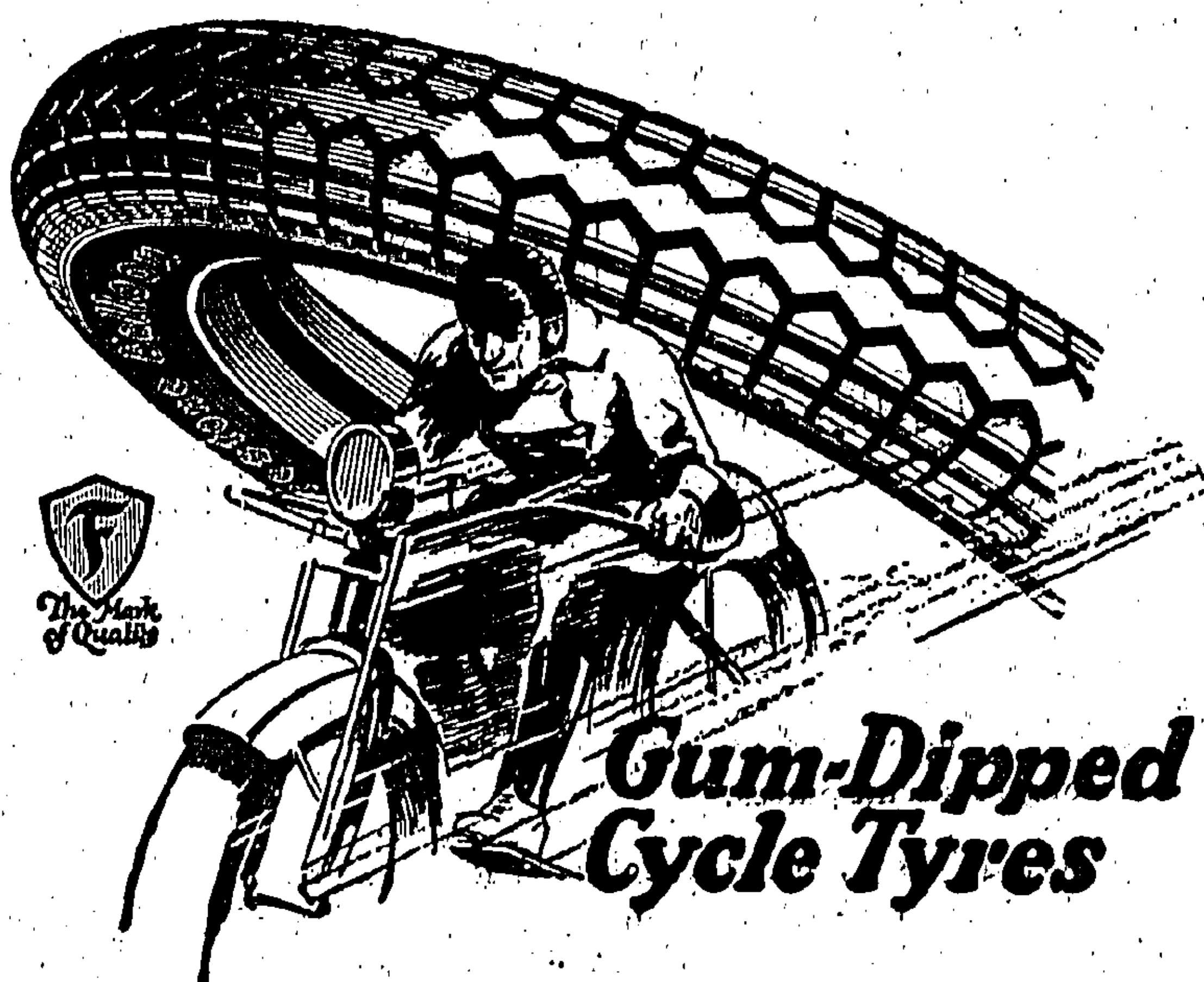
And it has economical power in its Twin-Ignition motor—bringing to motoring for the first time, the same efficiency found in the world's finest racing and aero engines.

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Slender-profile radiator, new bowl-type lamps, with beautiful cow-lamps and cow-lid, all chromium plated.

Riding qualities from long resilient springs and hydraulic shock absorbers, front and rear.

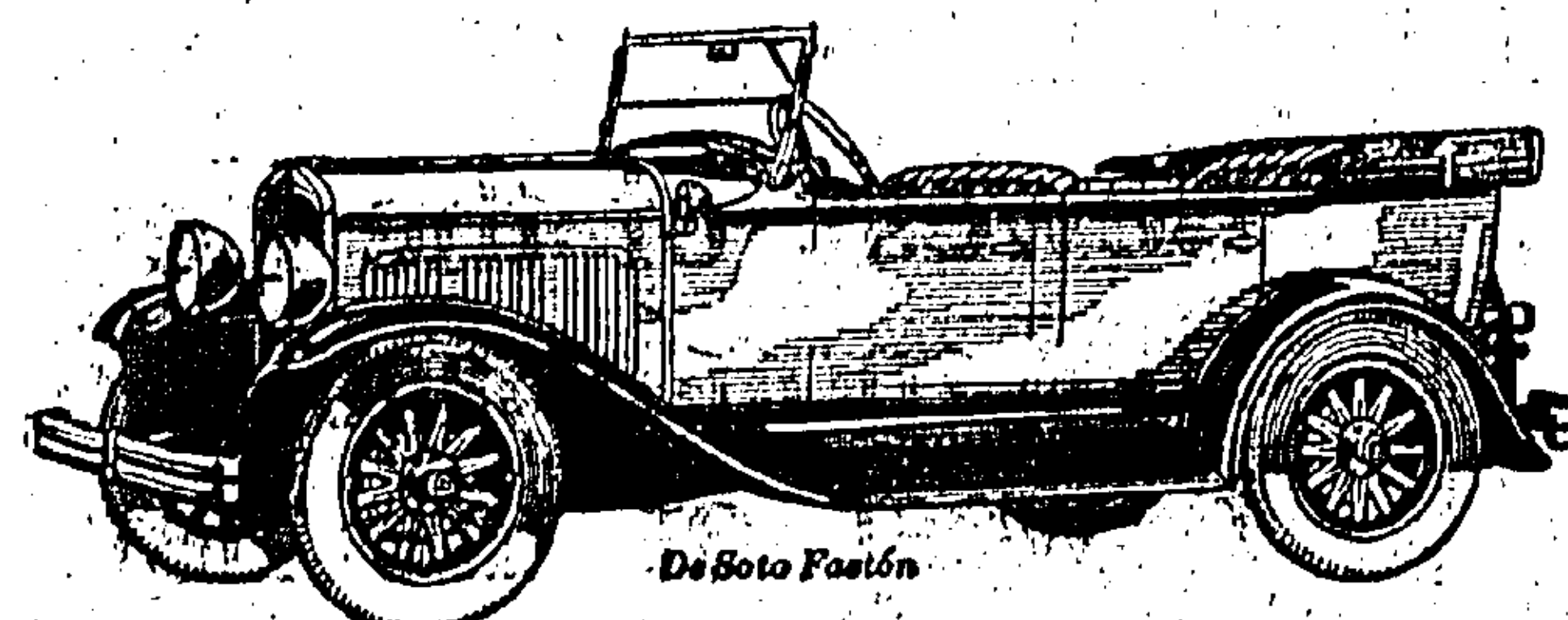
Roominess in the long low-hung bodies, seating five adults with a surplus of comfort.

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15,120	8,082*	7,785*	14,320	13,303
14,635*	8,732*	11,798*	13,950*	15,083
13,500*	8,836*	9,877*	14,150*	15,051
11,900*	9,315*	8,685*	15,870	15,035
12,355*	7,022*	10,294*	12,900*	17,870
11,680*	10,784*	9,010*	14,650*	12,671
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**OVERHEATING.**

**A Few Useful Hints.**

Hot weather may not be the only cause for overheating of the motor. In fact, if the engine and all its accessories are in good condition, if the radiator is full of water, and the motorist is driving properly, there should be no cause for overheating of the motor—no matter how hot the weather.

Of course, the hotter it is, the more frequent is the necessity of refilling the radiator—but so long as the cooling system is kept fully supplied with fresh water there should be no trouble.

When overheating occurs, therefore, look rather to the motor—and the motorist—than the weather.

Overheating may result from one or more of the following causes:

1. Lack of water supply.
2. Constricted holes in the gasket where the pipe connects to the pump and water jacket.
3. Worn hose connections.
4. Rust or lime deposits on jacket walls or radiator tubes.
5. Carbon in the cylinders. This causes detonation, and detonation causes overheating.
6. Racing the engine in low gear, or driving too far in low.
7. Retarding the spark too far.
8. Poor ignition, causing misfiring of the engine.
9. Poor valve timing, especially on the exhaust side.
10. Too rich a mixture.
11. Lack of oil or poor oil, causing friction between pistons and cylinder walls.
12. Clogged muffler, caused by heavy mixture or too much oil.
13. Loose and slipping fan belt.
14. Pump not working properly.
15. Brakes dragging, causing the engine to pull harder.
16. Bearings too tight.
17. Radiator clogged with mud or dirt, or an obstruction in front, preventing passage of air.

Most of these causes can be prevented. Many can be cured by the driver himself.

At times, however, the only way to prevent overheating is to carry an extra supply of water. This may occur on a long mountainous trip, or one across the hot deserts of the west. At the most of these places there are convenient water holes, where it is advisable for the

motorist to stop and refill his radiator.

It should also be remembered that oil is used up more quickly on long steady runs than in city driving. The oil should be replenished more often, therefore.

Lack of oil, it has been noted, is one of the causes of overheating. Therefore both oil and water should be kept at a steady level.

It may be noted, also, that much depends on the driver and his way of handling the wheel and throttle, in keeping the engine from overheating. Use of low gear, the spark lever and the brakes depend much on the motorist, and mis-handling of these will cause overheating of the engine.

**IT'S AN ILL WIND—**

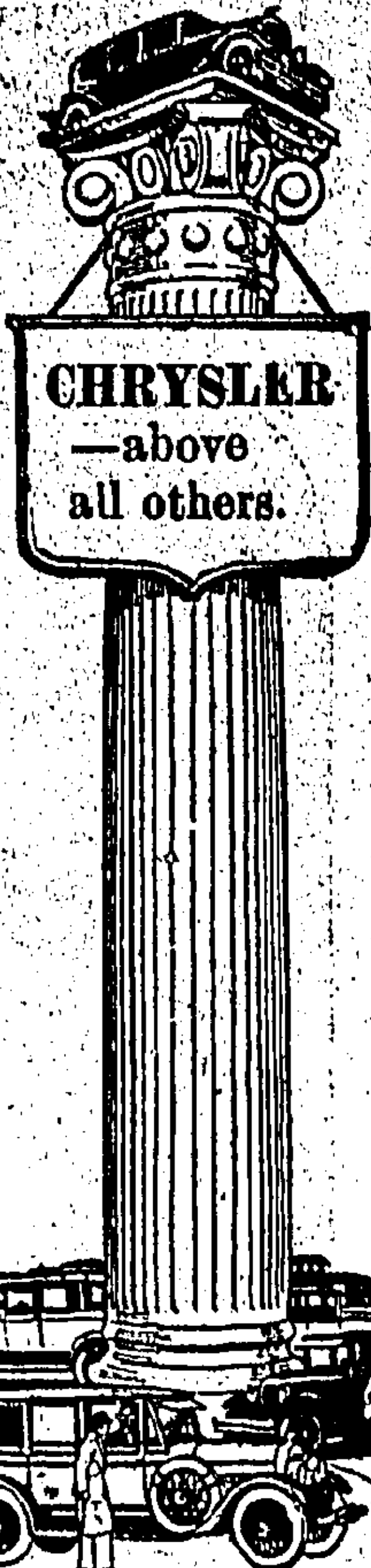


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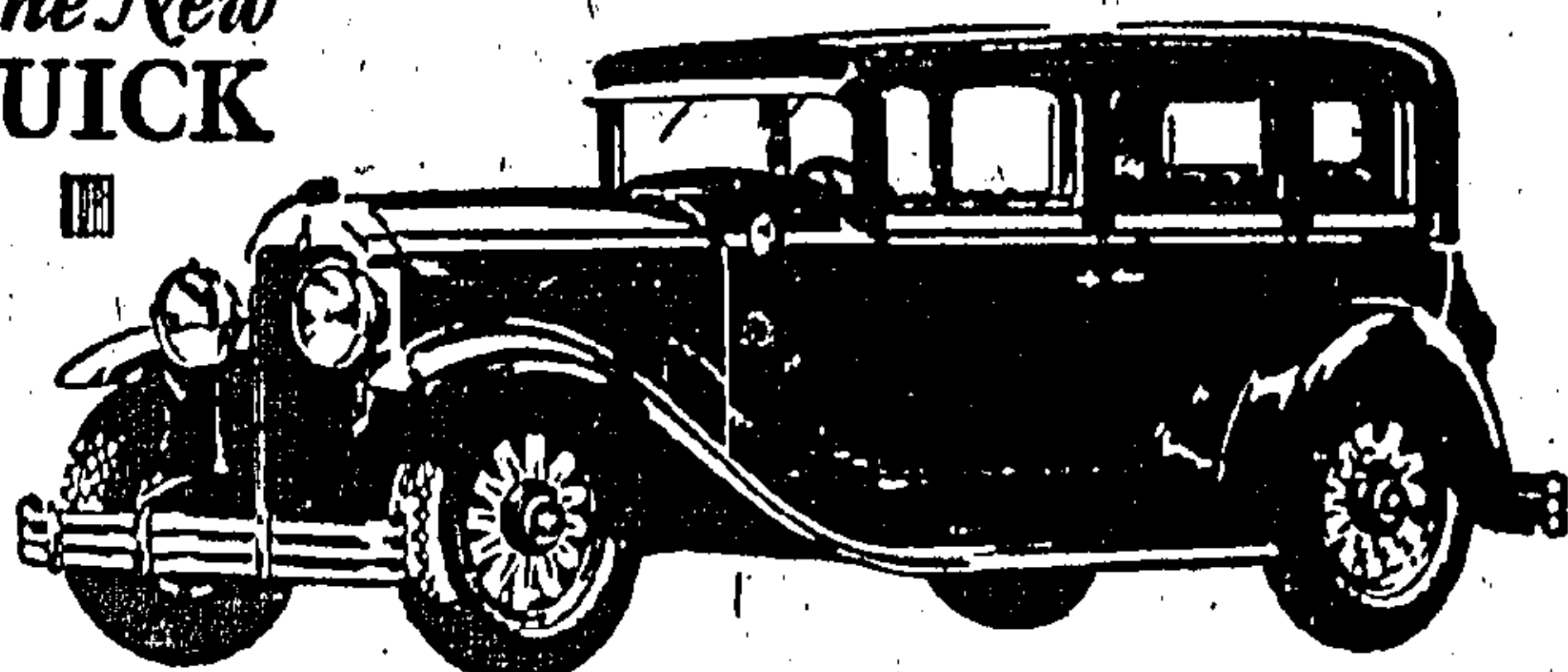


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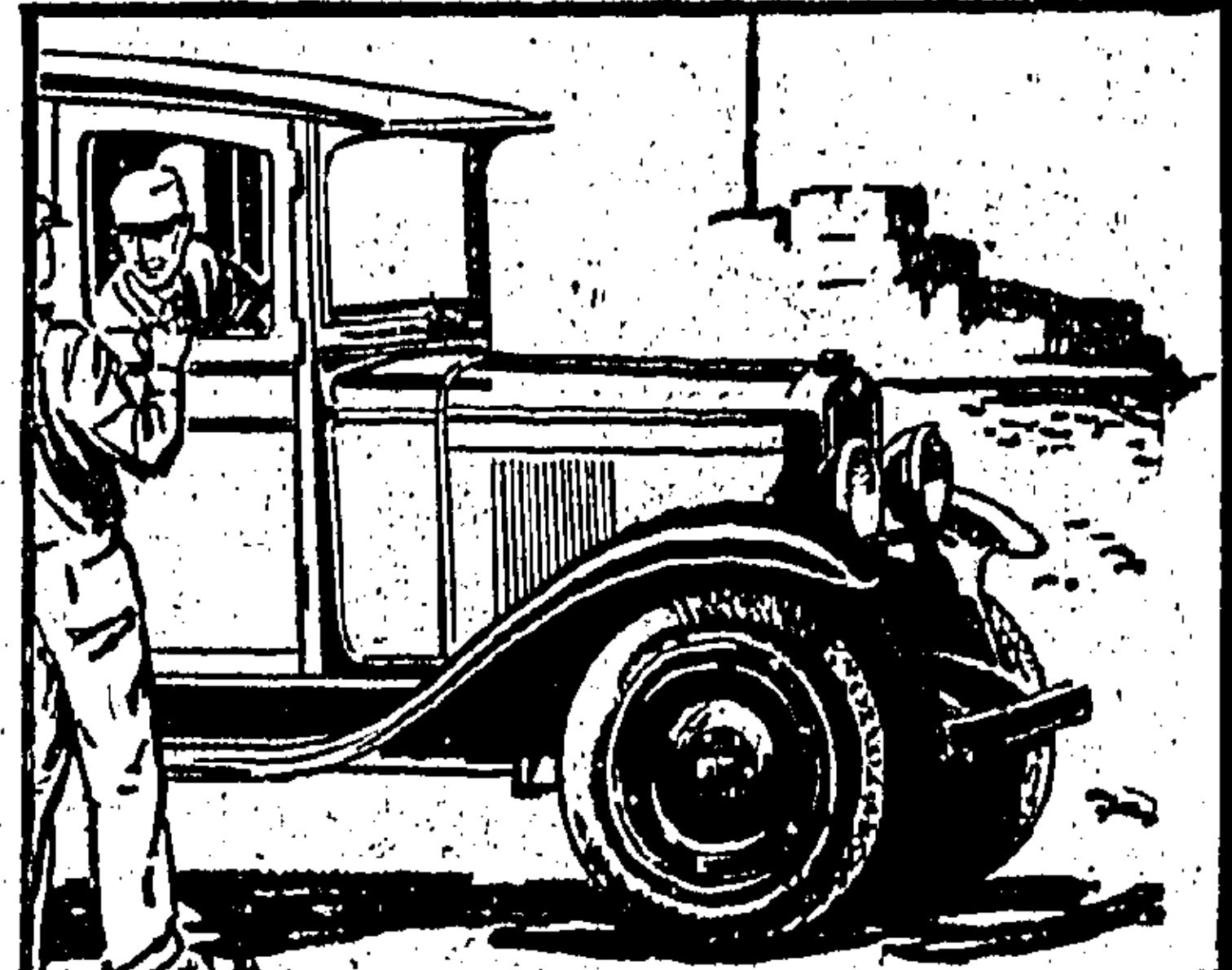
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## UNIFORM LAWS.

## Motoring in the United States.

## NEW CODE DESIRED.

New York, Jan. 21.

In most of the 43 states whose legislatures convene this month, the National Automobile Chamber of Commerce will seek to have the "Hoover Uniform License Law" adopted.

It is already in effect in 11 states where, according to National Safety Council figures, motor accidents have been cut 20 per cent.

The code grew out of a conference organized in 1924 under the chairmanship of Herbert Hoover which was attended by traffic authorities from every section of the country. Its chief features are:

- 1—No person shall drive a motor vehicle unless licensed by the state vehicle department.
- 2—Licenses shall not be issued to persons under 16.
- 3—Licenses shall not be issued to persons unable to understand signs in English.
- 4—Licenses shall not be issued to habitual drunkards, drug addicts, insane or feeble minded or those afflicted with physical or mental disability such as to prevent reasonable control over a motor vehicle.
- 5—Those who have previously

driven a car at the time when the law is first enacted may obtain license upon application.

6—All new drivers must pass an examination.

7—Re-licensing shall not be required more than once every three years.

8—Courts shall report to the state department all convictions for violations of motor laws and may recommend suspension of license.

9—Any person who has been denied a license or whose license has been revoked may appeal to the courts.

10—Application of minors under 18 must be signed by parent or guardian or employer, who then becomes liable for any negligence in driving by such minor.

## THE CAR AND THE CHEMIST.

## Development and Improvements.

## BEHIND THE SCENES.

It does not need the artful aid of alliteration to help us to appreciate the contributions of the chemist to motor car construction. In the modern car, whether one considers the special metals for the engine and the chassis, the petrol or other fuel, the lubricating oil and grease, the rubber for the tyres, the paint or varnish, or the glass for screens, and so on, the master mind behind them all is that of the chemist.

The development of the light-weight, high-speed car is largely due to alloy steels. Highly stressed working parts have to be made of metals specially adapted for the purpose, and naturally the metallurgical chemist must determine the composition which gives the required properties. Not only in steels, but in the development of lightweight alloys with aluminium or magnesium base, the metallurgical chemist has assisted the progress of the extremely efficient engines of to-day.

## The Case of Tyres.

It is common knowledge that, though thousands of pounds are spent annually in research on rubber, many fundamental problems remain obscure. The chemist's work goes right back to the rubber plant, investigation of the latex, and of the elusive problem of the constitution of caoutchouc. He is concerned with discovering improved accelerators for vulcanising rubber and proving protection against wear, ageing, deterioration, and perishing. The success of his efforts is readily to be gauged from the mileage of present-day tyres as compared with the results obtained ten years ago.

The chemistry of petroleum is extremely interesting as well as industrially important. The process known as fractionating, or cracking, the petroleum yields the lubricating oil as well as the petrol spirit. The development of the modern high-compression engine accentuated the trouble of engine knock or pinking due to detonation. Here again the chemist has been called in to diagnose the complaint, and by means of metallic dopes has succeeded in producing anti-knock fuels.

The chemistry of cellulose is playing an important role in the body finish of modern cars. The chemist's achievements in the paint and varnish industry are illustrated by the synthetic materials which are coming more into general use, and his researches into the resistance of paints to exposure, darkening, blistering, cracking, and so on, are continually improving the quality of this important body-finish material. Motor upholstery requires tremendous quantities of leather. The chemist has solved many difficult problems in connexion with leather manufacture, in particular as regards the tanning operations.

Safety from the Laboratory. Everyone appreciates the progress indicated by the manufacture of unshatterable glass, and tribute must be paid to the chemist for the production of glass which has provided greater durability, reduced brittleness, and given greater shock-resisting powers. A glass that can be bent without breaking attracts popular

## PEDESTRIAN CONTROL IN TRAFFIC.

## Holding the Scales Even.

[By Walter P. Chrysler.]

President of the Chrysler Corporation.

Seventy per cent. of all traffic fatalities result from collisions between motor vehicles and pedestrians. It follows that any helpful plan to segregate motor vehicular and pedestrian traffic must necessarily command attention. Today we have motor vehicular control. The movements of passenger cars, trucks and buses are regulated in most communities by electric lights, hand semaphores operated by traffic officers, and by signals given by traffic policemen. But in most cities we haven't much in the way of pedestrian control.

"Pedestrian control" is probably an unfortunate expression. It seems to carry with it the idea that some one is trying to deprive the pedestrian of some of his rights. The plain truth is that the advocate of pedestrian control simply wishes to get into the pedestrian's mind that traffic rules, regulations and signals are equally as much for his safety and convenience as they are for the motorist.

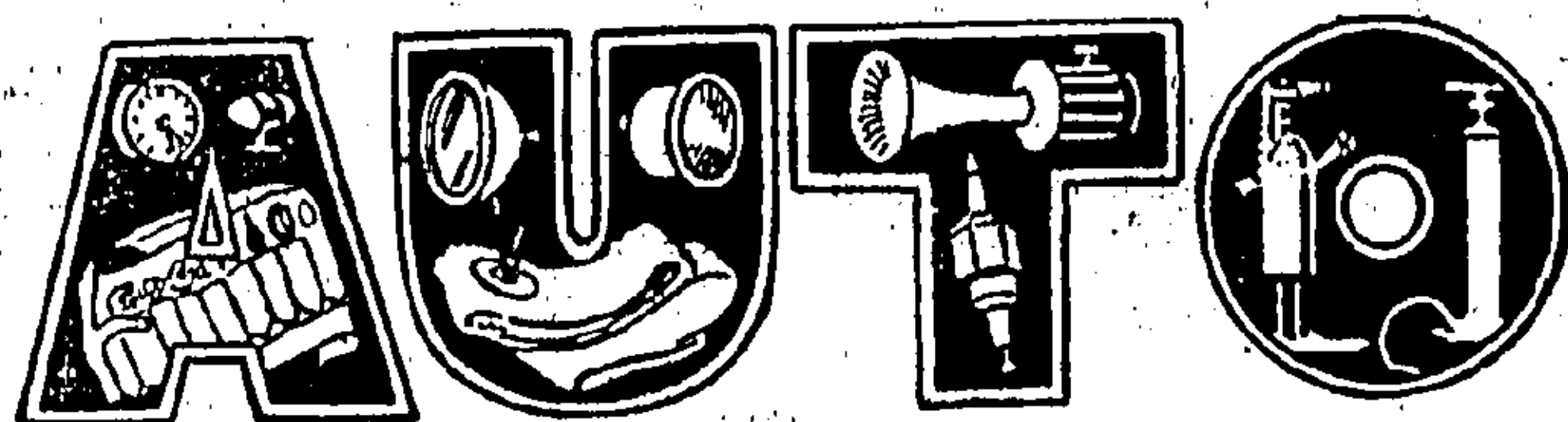
Large cities can well afford to study the experience of Los Angeles, which has learned that pedestrian control is, like practically every other safety measure, a matter of education.

Complete control both of pedestrians and automobiles followed a series of experiments in dividing the right-of-way between the motor vehicle and the pedestrian. For a long time Los Angeles has had a regulation compelling automobiles to stop behind standing cars, which provides protection to pedestrians desiring to board or alight. Next, primarily to protect school children, white lines were drawn across streets where large numbers of children regularly crossed. Motorists were required to stop before crossing these lines. This was not successful, because it compelled many motorists to come to a full stop

attention, and the chemist has now achieved the apparently impossible in the invention of organic glass, for which, no doubt, there is a considerable future.

Without detracting in any way from the contributions of the mechanical engineer, the designer, the mass production manager, and others, who have assured the industrial development of the automobile, our debt to the chemist is so plain as to need no emphasis. It is not beyond the limits of accuracy to state that the industrial chemist has made motoring as we know it to-day a practicable proposition.

A new degree of ease and safety in steering has been introduced into the field of low-priced, light automobiles by the new Model A Ford. This steering gear is of the worm and sector type heretofore used only in cars of a much higher price class. It is known as the "Three-quarter irreversible" type, which means that a very light hand on the steering wheel will hold the front wheels straight and true even over road bumps and ruts, but that the driver always retains that much desired "feel of the road" which is lost with the full irreversible type of steering mechanism.



## SUPPLY HEADQUARTERS

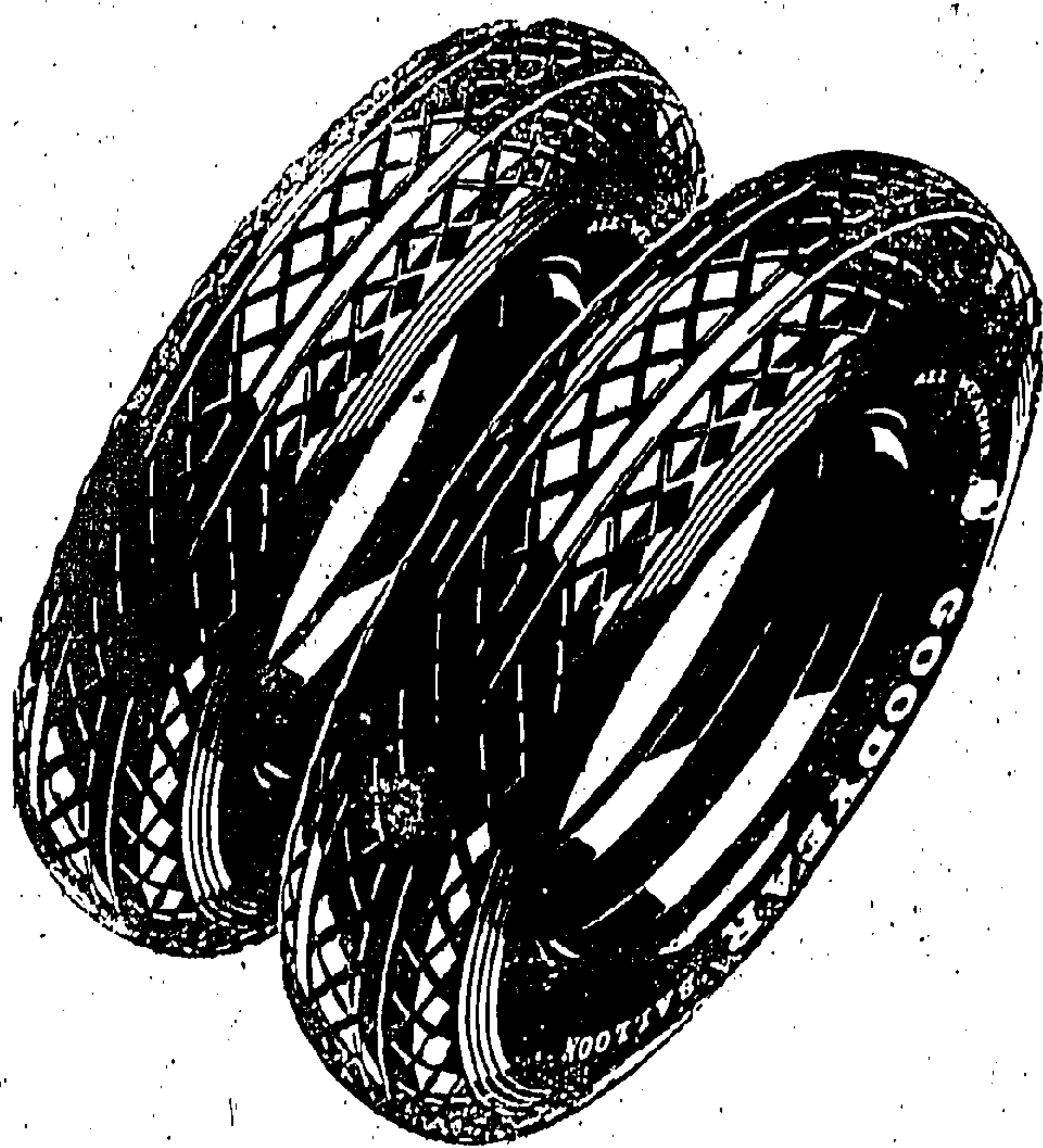
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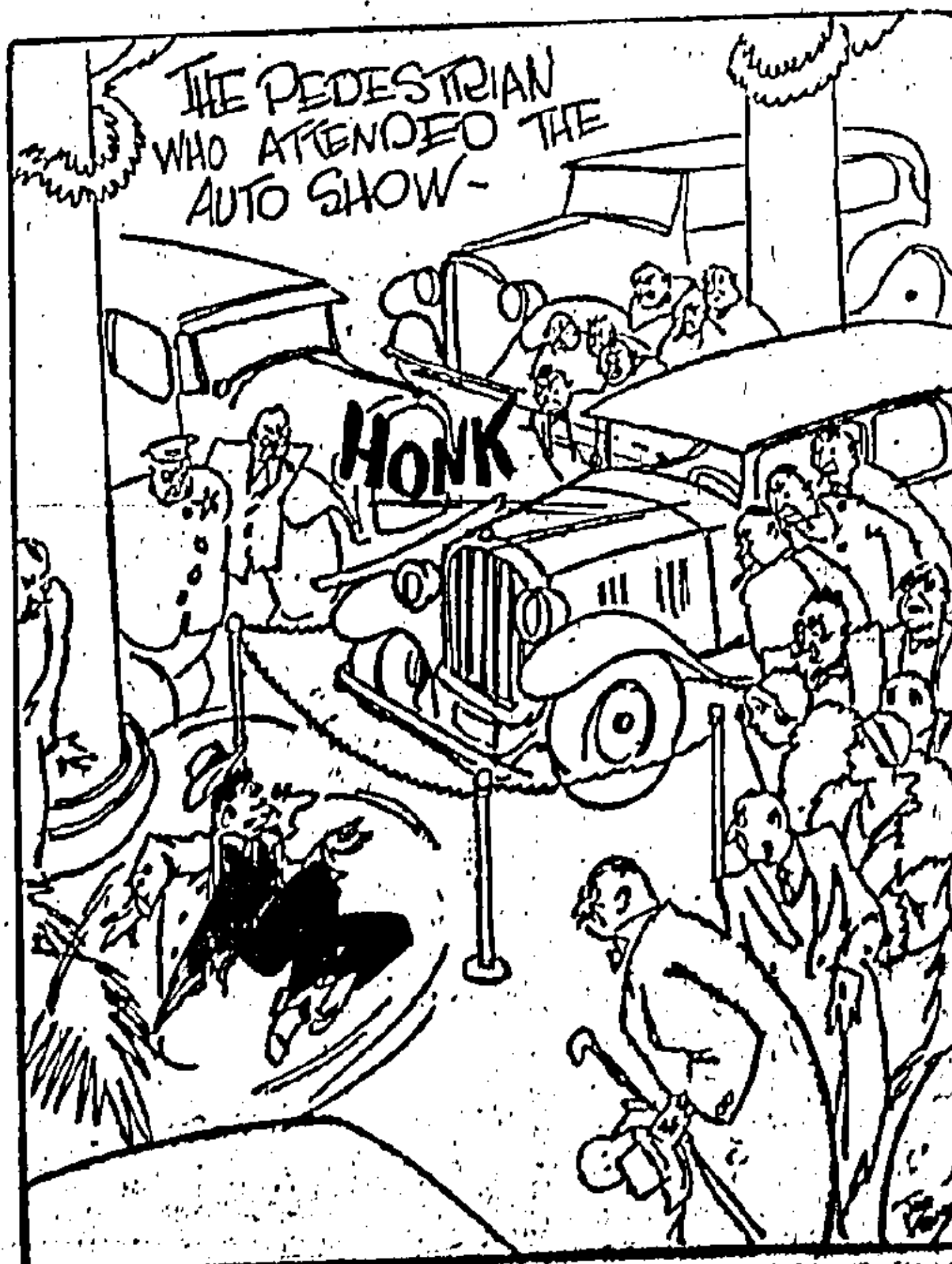
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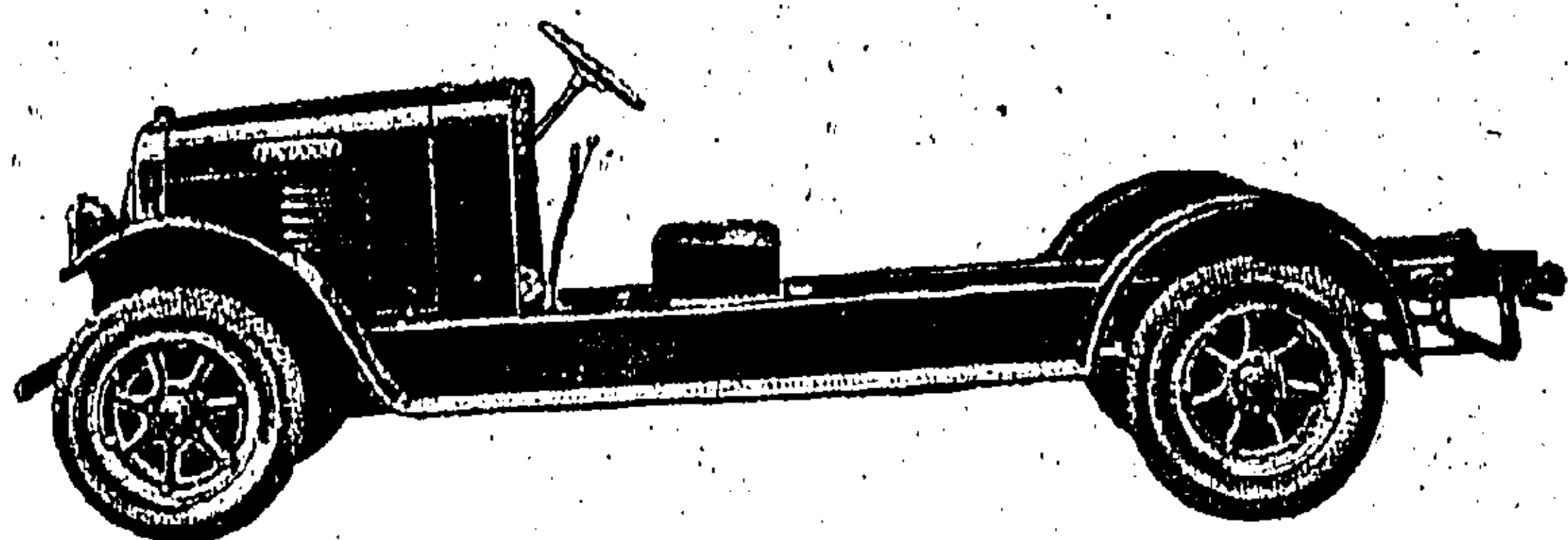
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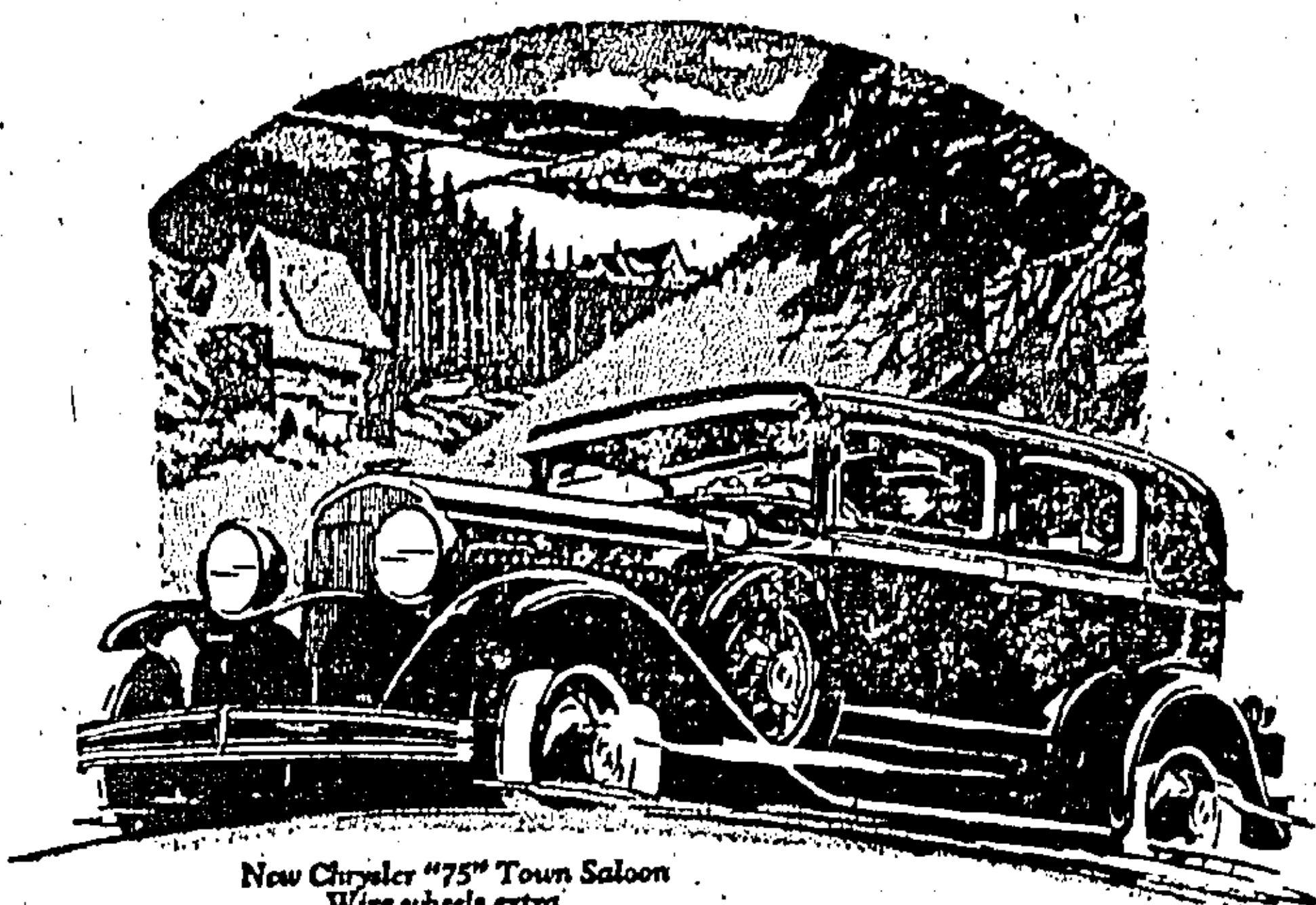


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**CHRYSLER**  
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Chrysler's new style is so original that imitation even in the least detail must plainly indicate the source of inspiration. Its pleasing grace more than ever obscures the bulky and cumbersome. The new Chryslers differ from all other motor cars in their utterly new treatment of slender-profile radiator, air-wing mudguards, arched windows—to mention only a few of

a host of style features—added to a performance which out-Chryslers even Chrysler. The simple fact that thousands of people now realize that not even much more money will buy style, performance, comfort, safety, dependability and long life equal to the new Chrysler, is arousing a demand that Chrysler's large car production is taxed to the limit to satisfy.

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## NEW CHEVROLET.

Big Future Assured.

### MANY IMPROVEMENTS.

The new six-cylinder Chevrolet is destined to not only retain its position of leadership throughout the world but also to win millions of new friends. A study of the car's specifications reveals many interesting details. For example:

The crankshaft is of unusually rugged construction with large efficiently lubricated main and connecting rod bearings. This crank is delicately balanced and made of the finest crankshaft steel. Due to the short stroke of the engine the arms or throws of the crankshaft are comparatively short. This results in a minimum of strain on the crankshaft and unusually smooth operation.

Quiet valve operation is obtained by automatic lubrication and of all valve operating parts. The oil pump forces an ample quantity of oil up through a pipe to the valve mechanism. The oil is then allowed to flow through hollow shafts lubricating the rocker arms and the ball and socket joints at the upper end of the push rod.

On actual dynamometer tests the new Chevrolet engine develops 48 horsepower at the low engine speed of 2600 revolutions per minute. At all ordinary driving speed it develops from three to four times the amount of power required to drive the car. This surplus power insures outstanding acceleration and flashing performance.

The new six cylinder motor again offers the time proved valve-in-head design. Years of research and testing have also made it possible to develop an improved combustion chamber resulting in a surprising amount of power. High compression is used successfully with out detonation of spark knocking as it is frequently called.

The new motor is provided with three openings through which the gas passes through the cylinders. This insures a plentiful supply of gas when running at top speed.

Your exhaust openings remove burned gases quickly from the motor. This is another feature of improved engine performance.

Gas passes through the heated exhaust manifold. This feature helps to vaporize the gas so as to obtain the maximum power from it.

Before this great improvement was offered every feature of design and performance was tested and proved over millions of miles under the hardest of driving conditions.

Chevrolet is able to offer to the public this outstanding value only because of its tremendous purchasing power in combination with General Motors and its practically unlimited engineering tests and research facilities.

### FIAT SIX CYLINDER IN MILAN-OSLO.

Italian motorists recently sought to honour the memory of the great Norwegian explorer, Amundsen, who perished in a gallant attempt to bring help to the crew of the Italia, by organizing a visit by road to the Norwegian capital. The run, which was organized by the Automobile Club of Milan, was rendered difficult by reason of the advanced season and the high altitude of the Countries traversed, and submitted both men and machines to a severe test.

Rain, snow, ice, and biting winds had to be endured, while the high average speed to be maintained for the distance of nearly 1,400 miles made it necessary to drive at a fast pace. Among the cars taking part in the run was a Fiat model 520 six cylinder, with Mr. Eugene Silvani, of Milan, at the wheel. This car behaved excellently throughout, and was one of those arriving within the time limit imposed. The driver stated that not only the public by the roadside but the drivers of other cars were much impressed by the speed, the acceleration, and the road holding qualities of the Fiat, which was one of the few cars to get through without serious difficulty.

### NOTICE

TO

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All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

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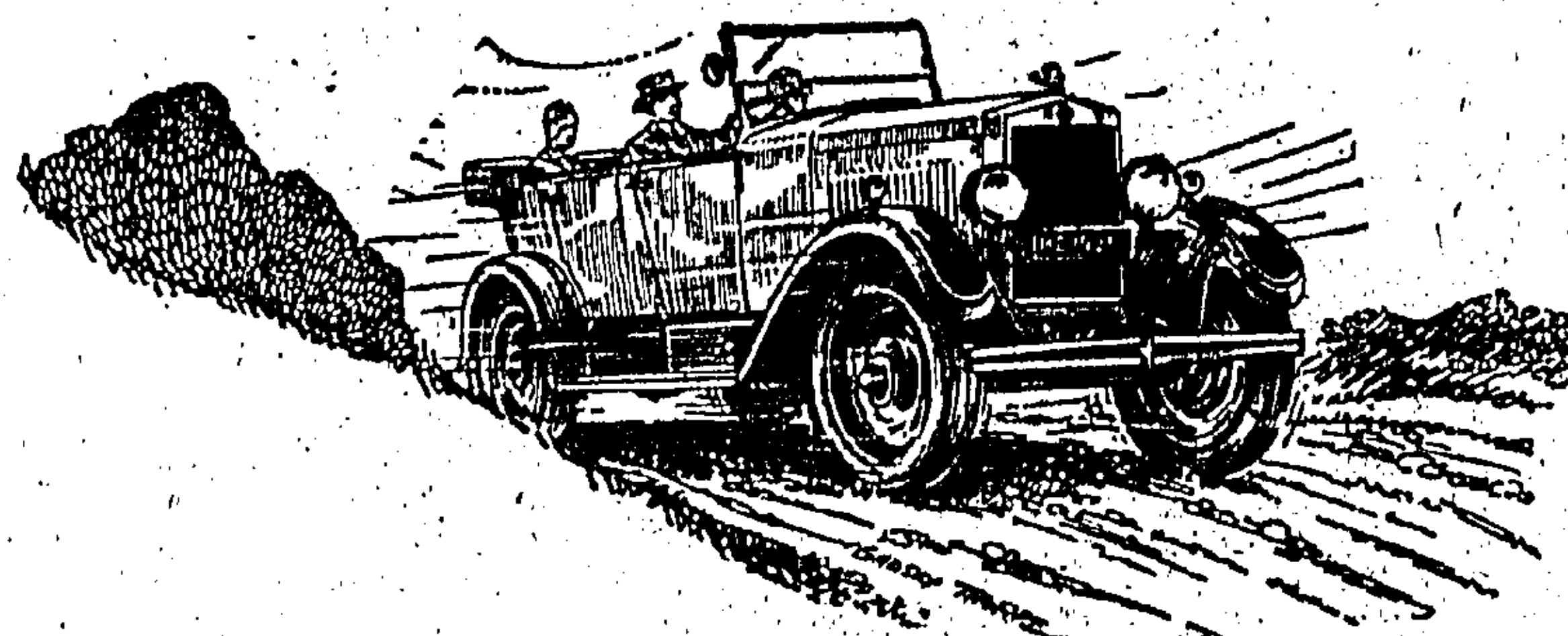
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This is the higher-powered Morris-Cowley, the car that was designed with a foreknowledge of colonial conditions. Built with a care for detail—a choice of material, to ensure its hundred per cent. efficiency under the most arduous usage. It is a most successful car, this worthy product of Europe's greatest automobile building organisation.

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## THE LEUNG KWONG DISASTER.

## ARRESTED MAN DECLARES HE IS INNOCENT.

## UNUSUAL CHARGE.

A charge of manslaughter arising out of the collision between the s.s. Moonshine and the s.s. Leung Kwong at Capuimun Pass in May, 1927, was brought against the pilot of the Leung Kwong before Mr. T. S. Whyte Smith at the Kowloon Magistracy this morning.

The defendant, Lo Tai (40) described as the pilot of the s.s. Anjou, of Ng Chau village, Chong Ng District, Kwangsi Province, was indicted on a charge reading:—

"For that you, Lo Tai, on May 9th, 1927, feloniously did kill and slay one F. E. A. Martin and others unknown on board the s.s. Leung Kwong at Capuimun, in the waters of this Colony, against the peace of our Lord the King, his Heirs and Dignity."

The case was called as soon as the Court sat, but Sub-Inspector Andrews asked that it be put over for a short time, as he was waiting the arrival of the warrant. It was the intention of the prosecution to offer evidence of arrest and then ask for a week's formal remand.

## According to Warrant.

His Worship, on looking at the charge, said it was a little unusual. The defendant was charged with killing and slaying.

Sub-Inspector Andrews replied that he had adhered to the wording on the warrant as far as possible. The charge was made out according to the wording on the warrant.

His Worship asked if the charge would be amended later and was told that possibly the words "and others unknown" might be obliterated.

His Worship remarked that the defendant should know who he was charged with killing.

When the case was called on again, Inspector R. Lanigan gave evidence of arrest. He said that at 6.30 p.m. on March 21, by virtue of a warrant produced, he arrested the defendant on board the s.s. Anjou and took him to the Central Police Station where he was handed over to the Chief Detective Inspector.

Sub-Inspector Andrews:—Where was the Anjou when you arrested him?

Witness:—At the Sai Kung Wharf on Connaught Road West. How did you know this was Lo Tai?—He was pointed out by Indian guard No. 186.

His Worship (to defendant):—Any questions?

## Didn't Know Why.

Defendant:—I don't know why I was arrested.

Witness:—I called the Chief Officer and he called him (defendant) up on board and the Indian guard said he was the man of the Leung Kwong.

His Worship:—That's not answering my question. He said that he did not know why he was arrested. Have you any reason how he should know why he was arrested?

Witness:—I reported to the Captain why I wanted the defendant.

His Worship:—When he was arrested he was not informed why he was arrested?

Witness:—I did not inform him why he was arrested.

His Worship pointed out to the defendant that the Court interpreter had already explained the charge to him.

Sub-Inspector Andrews informed his Worship that the charge was explained to the defendant yesterday when he made a statement.

## "Didn't Do It."

After speaking to the defendant, the interpreter told the Court that "he means to say that he did not do it."

His Worship:—It's no use asking this witness about that. He doesn't know.

The defendant protested that he was innocent and did not kill anyone.

The case was adjourned for one week.

Lieut.-Commander Douglas-Hamilton, late of H. M. S. Mantle is a through passenger for London on the P. and O. s.s. Klybe, which arrived in Hongkong yesterday. He was in charge of the Mantle when she made her remarkable passage from Chungking in the spring of 1927, when all foreigners were being evacuated.

It is advertised that no Peak trams will be run after the 12.05 on the night of Sunday, March 24.

## FOCH MEMORIAL SERVICE.

(Continued from Page 1.)

You may rebuild a shattered fortune, but you can never fill, with the old love, that empty chair. Everything must be left at death: home, friends, country, plans, aspirations. Love may dictate various epitaphs for our tombstones, but there is only one inscription common to all men. Friend or enemy, rich or poor may write it for every tombstone: "It is finished." The story of this life is closed: it may not be attractive, or it may be a record to be cherished and pondered over: in all events, it is finished. Friend, you will no longer experience the warmth of the hand-grip: Enemy, now at least, you may cease to war with a handful of dust. King, statesman, philosopher, poet, conqueror, young on the very threshold of life, old in life's evening—all, all have passed. May they rest in peace: "It is finished."

## A Leader Passes.

Soldiers of France advanced for two days your Leader, who never knew defeat, has lain in state. A conqueror, they have fittingly brought him to the Arch of Triumph. But, conquered by the rider on the "pale horse, Death," fittingly, too they have placed him by the tomb of the Unknown Warrior. "It is finished." Soldiers of France have sounded his victories. In his still silence, your Leader himself waits for you to sound his defeat, fallen at the Last Post.

No, my brethren, these things cannot be! A life of real triumph cannot end in gloom nor can sorrow be the shroud of glory. He alone is a true soldier who has squarely fought the battle of life, and for him "death is swallowed up in victory." That Ferdinand Foch, Marshal of France, was never defeated in battle array may be a glorious entry in the annals of war, but that he knew no real failure in the perfection of his manhood is far more glorious an entry for the Book of Life.

## Studied With Brother.

It was my privilege, during happy student days in France, to have had Marshal Foch's brother not only as my guide but as my friend. The brothers had much in common. They both were marked leaders of men. They were both teachers of men. The head, well set on strong shoulders, suggested the physical vigour of men who were born in the Pyrenees, but it suggested still more by its confident poise the spiritual energy of a soul which looked at you, through keen, penetrating eyes. The glance of the eyes seemed to go through you, like a steel blade, and would have you uncomfortable if their penetration was not all suffused with the light of kindness and sympathy.

Both were men of striking personality; in both was to be found a will which would not acknowledge defeat, a will which was ardent because it was animated by genuine patriotism, but which owed its real strength to the earnestness of a lively faith in God, and a determination to be guided before all things by the will of God. Foch was a teacher. In two works, *The Conduct of War* and *The Principles of War*, he proved the originality of a genius which, years before the war, won from Lord Roberts the tribute that a big European war in the future would most probably be won by the brilliant professor of the War College.

At best a teacher is one who has a greater power than his fellows to reflect God's truth. If he uses it aright, the world is indebted to him. But if he distorts God's truth—and the world has suffered and is suffering much from such teachers—he may help "to kill souls that should never die."

## Real Greatness.

Foch was a leader. At best a leader is one to whom God seems to have given a greater share in His own strength. The use of this strength will lift up the feeble and encourage the faint-hearted. But the misuse of it may make deserts of flourishing cities. Not real greatness does not finally rest with the more teacher nor is it to be measured by a man's power of domination. God's light may be sadly diffused by the prism of man's mind; God's power, imitated by man, may be distorted into tyranny by a proud and selfish will.

He alone deserves the lasting gratitude of mankind who, be he teacher or leader, seeks to show forth the greatness of the Giver God, by the use which he makes of the gifts. When a man does this in a heroic degree, we call him a saint. We honour him in a special way, because by honouring God, we feel that we are honouring God.

It is not ours to judge the sanctity of the great Leader and great Teacher, who has passed to God. But this we do know, Foch was a man. To-day soldier and civilian alike honour him. Rulers and statesmen

## LITERARY COMPOSITION.

(Continued from Page 3.)

of the fact that they themselves never write any essays whatever, for indeed, when one comes to look over those four gambits they do seem not only astonishingly few but rather uninteresting.

I find it hard to believe that Montaigne and Cowley and Hazlitt were confined to these four openings, and that Lamb and Emerson and Richard Steele knew no others, yet those earnest young men are likely to be right. Well then, let us suppose that a person who would like to write an essay, does not feel at all apologetic, that he can recall no experience worth recording, that his memory provides him with no narrative upon which he can hang any further remarks, and that he has given up the use of quotations. What then? Well, under those circumstances it would seem that he can write no essay.

Yet there is a way. I learned it on those midnight long ago in the newspaper office half an hour before the paper went to press. It is not a method, and it is not susceptible of clear explanation. The city editor was shouting for "copy" in the storeroom and even minor tones that were customary at that time to gentlemen of his exalted rank. The office boy hovered at one's shoulder. One's fellow reporters gathered in little groups and peered at one out of the shadows. The foreman of the composing room appeared at the door of the editorial sanctum, where he had no right to be, demanding to know what he was to do with the huge hole on the front page. Under these stimulating circumstances something deep down inside of one quite suddenly awoke and dictated words. One hurried oneself at the typewriter. One made the keys jabber and dance. One did his first hundred words as though they had been the last hundred. In short, one got under way. One began.

If it had not been for a good many such experiences, I do not think that I should now be able to write anything.—O. S. in the *Christian Science Monitor*.

will bow to greatness, as the coffin passes. They will do more than bow to the remains of Ferdinand Foch; they will respect in their heart of hearts a man who never sacrificed his convictions to expediency, who never stifled the voice of conscience when to do so would have meant a temporary gain.

## Not Defeated.

"But man, when he shall be dead, and stripped and consumed, I pray you where is he?" Defeated in death? No, a thousand times no in the case of a life such as that of Foch. The old Greek cynic went about the city in the daytime seeking, with candle light, to find a man! "But the city is full of men," they said to him. "No," he replied, "these are not men." One who has convictions worth having, and who does not fear, in spite of threats, in spite of ridicule, of witty sneers, to express them; he is a man. Such was Foch. He believed in God. To the full, he acted up to that belief. He had to move in a world that did not want to hear of God. He suffered for his convictions. To-day, yes to-day of all days, he triumphs on a larger scale than his triumphs of the war. It was a proud moment of his life, in November, 1918, when

## SOCIALIST LEADER KIDNAPPED.

TELEGRAM RUSE SUCCEEDS.

Paris, Feb. 24.

The Radical Socialist leader, Edouard Daladier, was kidnapped in the early hours of to-day by two "Fascists" while on his way to address a political meeting at Strasbourg.

The delegates assembled to-day for the general meeting of the Radical-Socialist Party were surprised to find Daladier, their President, missing. When midday arrived, and Daladier was not present for the banquet, surprise changed to anxiety. Finally, when the food had nearly all been eaten, Daladier arrived, haggard and famished, and told the delegates his tale of woe.

Yesterday evening, he stated, he was handed a telegram as he was getting into a Strasbourg train bearing the signatures of two well-known Radical-Socialists, asking him to alight at Saverne, where two friends would take him by car to an important Radical-Socialist meeting. Daladier arrived at Saverne at 6 a.m., and was met by two polite young men, who conducted him to a luxurious motor-car, which set off to the meeting.

After a few minutes, a breakdown occurred, which took a long time to repair. Breakdown succeeded breakdown. Finally Daladier learned the truth. "We are Fascists," the young men told him, "and merely wished to prevent you speaking at Strasbourg. You are now stranded in the heart of the Alsatian country." Daladier walked to a village and hired a peasant's cart, which jolted him into a suburb of Strasbourg, where he took a tramwaycar.

he was received at the Cathedral of Strasbourg. His voice trembled with emotion as he said to Canon Schnekele: "Yes, the victory is ours. But this victory we owe to God: it is to thank Him that I have come here."

Ferdinand Foch is dead. The Marshal's hand will never grasp the baton again; No, brethren, Ferdinand Foch is not dead. It is true that the soldier's hand is still. It is true that the soldier's brain will never again think out the problems of war. But Ferdinand Foch, the man, is alive. He has passed; that is, his greater immortal soul has passed frontiers greater than the barriers of the Marne, of the Somme. He has passed the frontiers of time, where man thinks not of war. He has entered the land of eternal peace. May it sound the same victory for us!

## London Service.

London, Mar. 22.

H. R. H. the Prince of Wales will represent the King at the memorial service at Westminster Roman Catholic Cathedral for Marshal Foch to-morrow. Prince Arthur of Connaught will also attend.

The Prime Minister, with Sir Austen Chamberlain (Foreign Secretary) and Sir Laming Worthington Evans (Secretary for War) will represent the Government. Earl Jellicoe will be there for the British Legion.—*British Wireless*.



"Don't you love to eat in these quaint places? It makes you feel so mid-Victorian."

## The Very Idea!

Recent references to the bad handwriting of the Duke of Wellington recalls the following story related by Sir William Fraser in his book "Words on Wellington."

J. C. Loudon, the eminent landscape designer, wrote to the Duke for permission to visit Strathfield-aye to inspect the "Waterloo beeches," the famous trees which were planted as a memorial of the battle. The writing of the note was not very clear, and the Duke, reading the signature as "C. J. Loudon" instead of "J. C. Loudon," replied as follows:—

"My dear Bishop of London.—It will always give me great pleasure to see you at Strathfield-aye. My servant will receive orders to show you as many pairs of breeches of mine as you wish, but why you should wish to inspect those I wore at the battle of Waterloo is quite beyond the comprehension of your most truly, Wellington."

The Bishop of London (Bromfield) was naturally astonished to receive this communication, and showed it to the Archbishop of Canterbury and the whole Bench of Bishops. They came to the melancholy conclusion that the great Duke's sanity was gravely to be doubted. However, satisfactory explanations soon afterwards relieved them of their unhappy misgivings.

Kingston man—Was the back door open or locked? Woman—Neither; it was bolted.

Magistrate's clerk at Lewes—The bookmaker loses. I live to record an unusual circumstance.

Judge Thompson, K.C., at Bow County Court—We have women witnesses who allow me to speak at times.

Solicitor at Kingston—Do you use bad language? Woman—No. I may have done when I was younger, but I do not now that I am becoming older.

Mr. Registrar Owen White, at Whitechapel, when a wife claimed the furniture—A man cannot call anything his own nowadays. If he can call his soul his own in future he will be lucky.

Mr. Justice Shearman, in the King's Bench Division—Are your clients the people who have shops in which they never charge more than sixpence for anything? Barrister—Yes. Mr. Justice Shearman—Well I hope the same scale does not apply to your fee.

[A stand-up luncheon party at which each guest is provided with a fork only is said to be the latest innovation in meals.]

The new fork lunch, the papers say, is quite the latest innovation. Predicting it has come to stay. In all who have an occupation. The present bustling age reveals No wish to linger over meals.

A plague upon this sitting down To eat interminable courses. A party with a job in town Must learn to husband his resources.

And he who dares to eat too much Will lose the proper business touch.

So if financial foats we crave, Our greedy longings we must smother.

Far better to stand up and wave Our shining forks at one another

Than to discuss our grave affairs While lamely sitting upon chairs.

Indeed, I have a brain-wave too, Which I am sure will prove a winner.

The stand-up lunch is chic and new. But what about the stand-up dinner.

Where for the profiteering group Forks shall achieve a silent soup?

The unfortunate City man, whose pipes had burst, arrived at his office. The first thing to be done was to make a feverish search for his plumber's telephone number.

Then, on the telephone:— "Will you come round at once to Sunnyside with a tall ladder?"

"Why, have you got a pet giraffe with the toothache?"

"This is no time for foolery—my pipes have burst!"

"Ah, you've got the wrong number. I am a dentist!"

The backward boy was telling his teacher about a week-end he had spent in the country.

"Well," he said "we goes up—"

"Went up," corrected the teacher.

"To the farm, and there we see—"

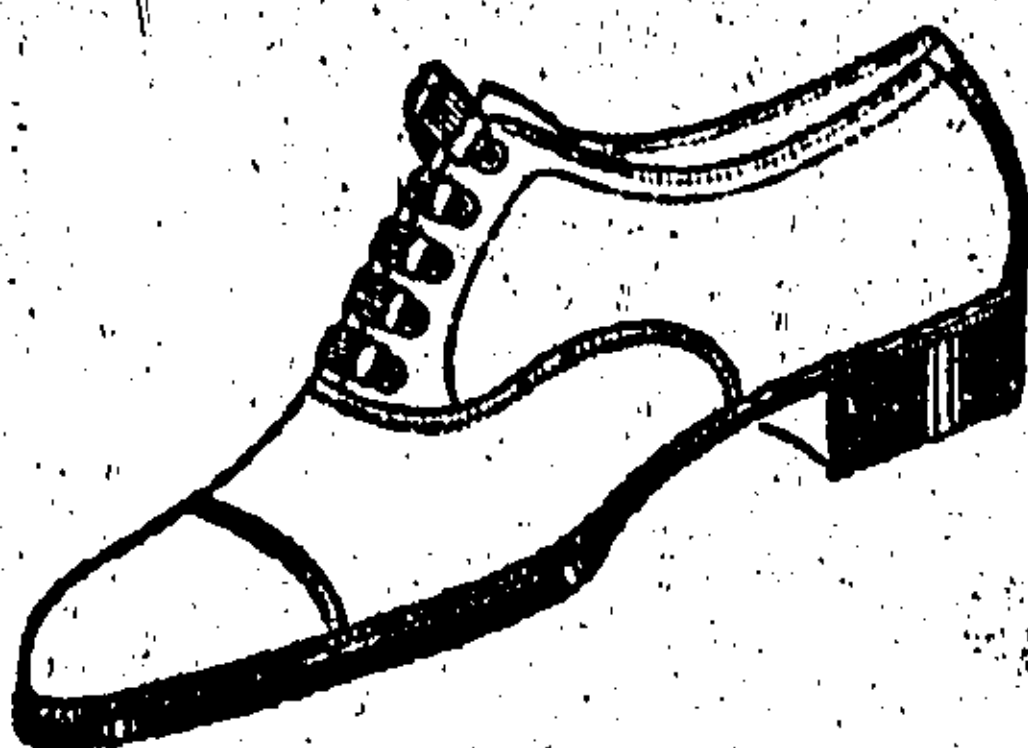
"We saw," "We saw a little kid—"

"A little child. Now begin again and tell it properly, as I have shown you."

"The boy drew a deep breath. "Well," he repeated, carefully, "we went up to the farm and there we saw a goat's little child."

## POWELLS

10, Ice House Street.



"Keltic" and "Beetive" Boots & Shoes are British thought and made from the finest materials.

Made one less fitting in the back than the fore part, they fit perfectly round the ankle, with unrestricted comfort to the toes.

Stocked in Black and Brown also Patent Leather in all sizes and fittings.

Prices \$19.50, \$23.50.

Less 10% Discount for Cash

Other qualities: \$14.50, \$18.50.

## PENINSULA HOTEL

## CARNIVAL DINNER DANCE

Easter Monday, 1st April, 1929. at 8.30 p.m.

Dinner \$4.00 per head.

Tables may be booked at the

Hongkong or Peninsula Hotel.

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Sydney Chaplin in a fast and furious fun-test SKIRTS TUESDAY AT THE QUEEN'S

## THE NAVY'S CHOICE

Gates ORIGINAL

## PLYMOUTH GIN

OBTAINABLE EVERYWHERE.

TODAY ONLY 2.30, 5.20, 7.15 & 9.15

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"IF MARRIAGE FAILS"

## MAJESTIC

NATHAN ROAD, KOWLOON.



# QUEEN'S THEATRE FOR 3 DAYS ONLY

TO-MORROW TO TUESDAY  
AT ALL PERFORMANCES

## THE SAMOAN DANCERS

DIRECT FROM THE SOUTH SEAS  
in  
Native Song and Dance Numbers including the  
famous "SIVA SIVA" Dance.  
ENTIRE CHANGE OF PROGRAMME ON TUESDAY.

INCREASED PRICES.

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RETURN SEASON  
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## BANVARD

Musical Comedy Company

SATURDAY & SUNDAY  
MARCH 30th and 31st

The big London and New York success

## "LIDO LADY"

First time in Hongkong.

MON. &  
TUES.,  
April  
1 & 2

"BY REQUEST"  
THE NEW REVUE

WED.,  
April  
3rd

"CLOWNS IN CLOVER"  
FROM THE ADELPHI THEATRE, LONDON

Booking Now Open at MOUTRIE'S and THEATRE  
Prices: \$4, \$3, \$2 and \$1.

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# THE WORLD OF SPORT



## FANLING HUNT.

THE GRAND NATIONAL  
MEETING.

[By "Ringtail"]

All the local lovers of steeple-chasing will be present at the Kwantli racecourse to see the Fanling Grand National meeting which will be decided on Sunday afternoon, the first race commencing at 3 p.m. sharp.

The principal race of the day will be the Grand National Hop over a distance of 2 1/4 miles and it should be one of the most interesting races we have seen for many a day.

My Lady and Ace of Spades, who will go to the post in this event, are two tried performers who have a number of wins to their credit, and it has been a moot point for some time now as to which is the better of the two. I must confess that I am at a loss to say. However, Sunday's meeting will decide.

The events have met with liberal support by owners; therefore I shall expect to see some big fields competing.

Full particulars will be found in the advertising columns regarding transportation, etc. My selections are:

1st Race.

1 Movanaagher

2 Craigavad

3 James Pigg.

2nd Race.

1 Target

2 Cavalier

3 Slang River

3rd Race.

1 Duke of Neiblung

2 Drunk

3 Fire Call

4th Race.

1 Ace of Spades

2 Montana

3 Fanling Stag

5th Race.

1 Dumbell

2 Blotting Paper

3 Kiangsu

## THE SECOND EXTRA.

ENTRIES FOR THE EASTER  
RACE MEETING.

The programme for the second extra race meeting, to be held on Saturday, March 30, and Monday, April 1, has just been published. There are nine races on each day. The principal event of the first day is the First Aggregate Stakes and on the second day the Easter Plate. The following are the entries in the events in which handicaps are not allotted:

First Day.

Colonial Stakes.—Five Furlongs. Duke of Chantilly, Chesapeake Bay, Glory, Blue Danube, Monterey Bay, Tarnacadam, O-Moon, Peck, Imperial Hall, Bakers Bay, Huntington, San Francisco, Triumphant Stag, Winsome Stag, Young Pretender, First Aggregate Stakes.—One Mile. Duke of Chantilly, Chesapeake Bay, Erin's Isle, One-Third, Our Prince, Grand Tattoo Eve, The Jamaica, Pickle, Imperial Hall, City Hall, Christmas Chimes, Huntington, Winsome Stag, Young Pretender.

Union Plate.—Six Furlongs.

Duke of Normandy II, Heretofore, Zephyr, Bronze Idol, Rummy, Sunshine, Mountain Air, False Alarm, Pumpkin, Papaya, Touch Wood, Sopron, King's Parade, Silver Stag, Pink Pearl, The Ptarmigan, Inca, Loch Elvie, Skinfaxi, Sunloch, Alderley, Aberdeen, Half Pint, The Jungle Book.

Dominion Plate.—One Mile.

Duke of Normandy II, The Jamaica, Mountain Air, The Ptarmigan, Loch Elvie, Skinfaxi, Sunloch, Flying Stag, Thunderbolt, The Ape, King's Falloch, Dark Eyes, Half Pint, The Jungle Book.

Second Day.

Junk Bay Plate.—Seven Furlongs. Duke of Chantilly, Chesapeake Bay, One-Third, Our Prince, Monterey Bay, Tarnacadam, Grand Tattoo Eve, O-Moon, Peck, Bakers Bay, Imperial Hall, City Hall, Blue World, Blue World, Huntington, San Francisco, Winsome Stag, Young Pretender.

Easter Plate.—One and a Half Miles. Duke of Chantilly, Erin's Isle, One-Third, Grand Tattoo Eve, Pickle, Town Hall, City Hall, Blue World, U Un II, Christmas Chimes, Huntington, Twilight Eve, Young Pretender, King's Falloch, Little Thunder.

Toto Selling Plate.—One Mile.

Glory, May, Blue Danube, Fifty Fifty, Desert Storm, Bright Prospect, Chow Tate Lon, Mongolian Stag, Tangle, Triumphant Stag, Nara Stag, Fanling Stag, Dark Eyes.

Starling Stakes.—Half Mile.

Duke of Normandy II, Heretofore, Zephyr, Bronze Idol, Rummy, Sunshine, Mountain Air, False Alarm, Pumpkin, Papaya, Touch Wood, Fat

## TWO SETS ALL.

McEachran and RUMJAHN  
TO PLAY AGAIN.

The principal match in the Hongkong C.C. lawn tennis tournament yesterday afternoon was that in the open singles between S. A. Rumjahn and J. S. McEachran. It went to four sets, two all when falling light brought it to a close. The game will be played all over again.

Rumjahn had a very narrow escape from defeat. McEachran led two sets to one and four games to two and was playing so steadily that he looked likely to secure the match. Had he forced the pace a little more at this point, it is probable that he would have won, but he allowed Rumjahn to make four all and then to take the set at 7-5.

It was an interesting game, in which both players brought off some very fine shots. There were many long rallies, in which the placing was a feature. Rumjahn changed his tactics several times, in order to discover a weakness in his opponent's game, but with little result. At one time he commenced hitting hard, at another he played a purely baseline game and then he went in for chop strokes. He, however, found McEachran sound and steady.

At the commencement, it looked as if Rumjahn would easily win. He started off in fine style, but once his opponent had settled down he had to fight hard for every point. He secured the first set at 7-5. In the second set, McEachran came very prominently into the picture and did not allow Rumjahn to win a single game. As a matter of fact, he took the first set in the third set. In this set he led 4-1, and then took it at 6-4. Rumjahn was obviously worried in the fourth set. He started out to smash his opponent off the court and secured a love game. The next two went to McEachran. The latter held the advantage at 4-2 and was playing well enough to win. The next few games provided a strenuous struggle, Rumjahn making the score four all and then winning at 7-5. There was not sufficient time for a further set and the game will thus be played over again.

The game was umpired by Major Lucas, who discharged his duties efficiently. Occasionally Rumjahn was guilty of foot-faulting and might have been pulled up more than once for this offence.

In another open championship match G. E. Holmes retired after being two sets down to J. Hale. L. Forster defeated L. Goldman in the Club championship in two straight sets.

The results were as follows:  
Open Singles Championship: J. Hale beat G. E. Holmes (retired) 7-5, 6-3.

Club Championship: L. Forster beat L. Goldman 6-2, 8-6.  
Handicap Doubles: G. W. Sewell and G. C. Grove (owe 15/1) beat A. H. Penn and A.C.I. Bowker (rec. 15) 6-2, 6-3.

Monday's Matches.

The following matches will be played on Monday:  
Open Singles Championship: Lin Peng-chin v J. Hale; M. K. Lo v H. D. Rumjahn.

Handicap Singles "A": L. Forster (owe 15) v L. D. Smith (rec. 2/6); J. Barrow (rec. 3/8) v O. E. C. Martin (owe 3/8).  
Mixed Doubles: E. R. Price and Miss Moffatt (rec. 4/0) v S. E. Green and Miss Heard (owe 15).

Chinese Player Paying a Visit to Hongkong.

Tennis enthusiasts will be interested to hear that Ong Ee-kong, the tennis champion of the F. M. S. and runner-up for the Malayan open championship, will arrive in Hongkong next week on a short holiday. He is due on the Cheongchee on Wednesday.

During his stay, he will participate in a number of matches. The programme is being arranged by the Hon. Secretary of the Chinese R. C., and the games will probably be during the Easter holidays. Nothing definite has been fixed up. The visitor's first match will probably be against Ho Ka-lau, the C. R. C. champion, and he will also take part in a doubles, besides being matched against either Honda (the Colony's champion) or S. A. Rumjahn.

London, Mar. 22.

In view of the damage to "Miss England" Major Segrave is not making to-day any further attempt on the water speed record.  
He is going to Washington to receive the International Trophy from the Vice-President of the United States, and to meet the British Ambassador, Sir Esme Howard.—British Wireless.

Choy, Sopron, King's Parade, Silver Stag, Pink Pearl, The Ptarmigan, Inca, Loch Elvie, Skinfaxi, Sunloch, Alderley, Aberdeen, Half Pint, The Jungle Book.

Hebe Plate.—One Mile.

Duke of Normandy II, Bronze Idol, O-Moon, The Jamaica, Mountain Air, Touch Wood, Mongolian Stag, Mowgli, The Ptarmigan, The Ptarmigan, Cream Cracker, Loch Elvie, Loch Elvie, Nookhall, Skinfaxi, Flying Stag, Thunderbolt, Sunloch, The Ape, King's Falloch, Dark Eyes, Half Pint, The Jungle Book.

## CENTENARY OF THE BOAT RACE.

RETROSPECTIVE OF THE  
PAST 100 YEARS.

### HEREDITARY'S PART.

The Centenary Boat Race takes place this afternoon over the famous course, Putney to Mortlake. It is believed that the crews are the finest which have ever represented their respective Universities, and given favourable conditions, the struggle should be the most thrilling ever.

When the future Bishop Wordsworth—who incidentally was one of the only two men who both played cricket in the Varsity match and rowed in the Boat Race, although many have combined rowing and Rugby Blues—proposed and procured a boat race between the two Universities, he probably did not realise that the race was helping to found the world's most popular sporting event. Yet that is what he did: in the universality of its appeal the Varsity Boat Race leaves the Soccer Cup far behind, and its only serious rival is the Derby.

It is difficult in writing upon the Boat Race Centenary to avoid a congestion of truisms, because the most striking facts about the race are known to all. The popular interest in the race, for instance, not merely among Londoners, irrespective of whether they have or have not personal connections with either University, but throughout the world, is a truism.

The reasons for this popularity are also fairly obvious. The race is above all suspicion; it is free; it comes at a time of year when sport generally is rather dull. Add to these the undoubted facts that in rowing amateurism is right on top, and professionalism nowhere, and that, in spite of recent metropolitan and occasional foreign victories at Henley, the standard of Varsity rowing is generally of the very highest, and we have explanation enough, if we add the consideration that the race and the last stages of practice provide an adequate excuse for the wearing of "favours" and the celebration of an outdoor holiday.

### Boat Race History.

The majority of readers will be familiar with the main outlines of Boat Race history; the story has been told in full down to 1909 in Mr. C. M. Pittman's history, and is being brought up to date in the centenary history, in the preparation of which Mr. G. Drinkwater has, so to speak, stepped into the thwart left vacant by the recent lamented death of Sir T. A. Cook, Radley, an Oxford oarsman, Olympic fencer, skilled athlete with gun and pen, and on this occasion it is permissible to summarise again the main facts and to recall a few anecdotes.

In the first race, arranged by Mr. C. Wordsworth, of Oxford, and Mr. C. Morville, of Cambridge, the course was from Hembledon Lock to Henley. The Oxford crew rowed in the dark blue and white colours of Christ Church. Cambridge wore Lady Margaret colours, but in the second race, 1836, finding at the last moment that they had no colours, R. N. Phillips, of Christ's, procured some light blue ribbon: this almost inadvertently started the rivalry of the Blues. The race in early days took place over various courses—Henley, Westminster to Putney, Mortlake to Putney, etc. W. T. Thompson, of the Cambridge 1829 crew shared Wordsworth's honour of also playing in the cricket match.

The Putney to Mortlake course was first used in 1846, and has been used regularly since 1869. Some used to think that a shorter course, entailing a faster rate of stroke, would be a better test; also that when westerly winds make the course hopelessly unfair it would be better to row on the cbb. But the race is now such a national event that any change or postponement would provide fuel for Bolshevism; as things stand, the Boat Race would stop, or at least interrupt, any revolution!

### Popular Fallacies.

From the very first the Boat Race has confuted two popular fallacies: (a) That rowing strains the oarsman's constitution; (b) that it is incompatible with scholastic distinction. Mr. Pittman proves by incontrovertible figures that the Blue of twenty-two years old has a longer expectation of life than the average man; a visit to Leander Club during Henley week confirms this. As to scholars, let us remember the two bishops, three deans, one prebendary, and two legal luminaries who rowed in the first Boat Race, and such later Blues as A. H. D. Steel-Matland, Oxford, and R. McKenna, Cambridge, Cabinet Ministers; E. Warre, headmaster of Eton, as was also J. Hornby, both of Oxford; G. C. Bourne, the Oxford coach and Professor of Comparative Anatomy, and judges such as J. W. Chitty, of Oxford, and C. Gordon, of Cambridge; while a Cambridge Blue, S. B. Bruce, is at present Prime Minister of Australia.

Another certainty about rowing is the tendency towards hereditary

## LOCAL CRICKET.

### A.P.C. V. UNION INSURANCE

The following have been selected to play in the above match on the Navy Ground, Kowloon, on Sunday at 11.30 a.m.:  
A.P.C.—W. G. Bree, S. H. Clarke, L. A. R. Duncan, H. L. F. Ewin, D. S. Green, E. D. Lawrence, G. Lee, H. K. Prosser, A. W. Ramsey, B. L. Stock and A. J. Wolff.

Union Mess.—J. W. Alabaster, R. D. Beaumont, J. L. Bonnar, R. C. I. Bowker, J. R. Collis, E. Hudson, H. N. Laver, W. Lockie, G. A. L. Plummer, R. D. Reed and C. D. Wales.

### THE HOCKEY CLUB.

The following will represent the Hongkong Hockey Club first team in their match with the 3/15 Punjab Regiment on the U.S.R.C. ground at 5.15 p.m. on Wednesday:  
W. K. Tait, W. Woodward, J. Rodger, A. A. David (captain), E. J. R. Mitchell, J. E. Noronha, H. Owen Hughes, G. E. R. Divett, G. R. Vallack, H. V. Parker and C. C. Francis.

The second team, to meet the Recreation on Monday at 5.15 p.m. on Monday will be:—W. K. Tait, J. Rodger, L. F. Nicholson (captain), R. R. Todd, E. J. R. Mitchell, A. A. David, C. Bodikar, W. A. Nowers, G. E. R. Divett, E. C. Fincher and T. Whitley.

Oarsmanship; there are cases not merely of father and son and brothers, but even of three generations of Blues.  
Space forbids giving more than a passing reference to such incidents as the dead-heat of 1877, the Henley victory of the Oxford seven over a Cambridge eight in the Grand Challenge race of 1849, and the occasions on which a crew, after being behind at Barnes, has come out and won—as Oxford in 1900 and Cambridge in 1921—or such legends as the one which is handed down at Radley that W. B. Woodgate, after the race of 1862 or 1863, walked from London to Oxford by night.

Another clear lesson of boat race history is that each side has periods of victory, and therefore we should not cheaply accuse the losers of decadence. After Oxford's first victory in 1829 we find a run of Cambridge victories; Oxford went ahead in the sixties and the nineties with runs of nine successive wins; Cambridge has now scored five times running since 1923, as Oxford did prior to 1914. The truth probably is that a couple of victories gives prestige and popularity to the Boat Club and thus increases both numbers and confidence; it also means that the victorious Varsity is probably fortunate in its generation of coaches, including College coaches, and that probably there is some one directing personally, as Haig Thomas or Escombe, a McLean, Fletcher or Gold.

It is not Cambridge oarsmen who nowadays talk of Oxford's decadence, nor was it Oxford oarsmen who emphasised the fact that Cambridge defeats in the nineties were only checked by an Oxford epoch; these cheap and delicious jibes come from anonymous and probably unathletic self-appointed critics. The spirit of the Boat Clubs is better shown by the facts that A. T. W. Shadwell gained a Blue at both Cambridge and Oxford, and helped to establish amateur coaching in both Varsityes, professional coaches have—proved complete failures, and that W. B. Woodgate, H. McLean and W. A. L. Fletcher, Oxford oarsmen, all at times coached Cambridge, while Oxford owed almost as much as Cambridge to R. C. Lehmann.

### Supremacy of Eton.

If one can ascribe any particular advantages to either side they would possibly be the following: Cambridge Colleges are on an average twice as large in number as Oxford Colleges, and therefore put on more crews; but the Oxford Honours Course in Classics takes normally four years against an average residence of three years at Cambridge, and this accounts for the existence of a large number of Oxford men who have taken part in four victories whereas Cambridge can only produce one coxswain with this distinction. R. C. Bourne, now M. P. for Oxford, stroked four winning Oxford crews, 1909-12. The supremacy of Eton rowing in the days of Warre and de Havilland helped Oxford, which, prior to 1914 had 165 Old Etonian Blues, as compared with 87 at Cambridge. The excellence of Radley, Shrewsbury, and other schools of late years has kept up the standard of recruits, but Oxford no longer has "a junior eight in training at Eton," in the best of the post-war Varsity crews, however, as for example both Oxford and Cambridge in 1921 and Cambridge in 1924, the Etonian element has done much for rhythm and watermanship.

An final convincing proof that neither side possesses overwhelming advantages or has sunk in the depths of decadence, we need only point out that the Centenary race will start with Oxford one victory ahead, and that we anticipate a great fight to decide whether Cambridge shall draw level in this historic year.—By L. Cecil Smith in the Observer.

## FANLING HUNT FANLING HUNT FANLING HUNT

### STEEPLECHASES

**SUNDAY,**  
March 24th.

FIRST RACE

3 P.M.

Admission to Public Enclosures \$1.00

(Soldiers & Sailors in uniform half price).

Cars parked on course \$10.00 each

Special train leaves Kowloon 1.50 p.m.

Returns 6.27 p.m.

First class return fare including admission to Public Enclosure \$2.00.

Free parking for cars.

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## MEN.



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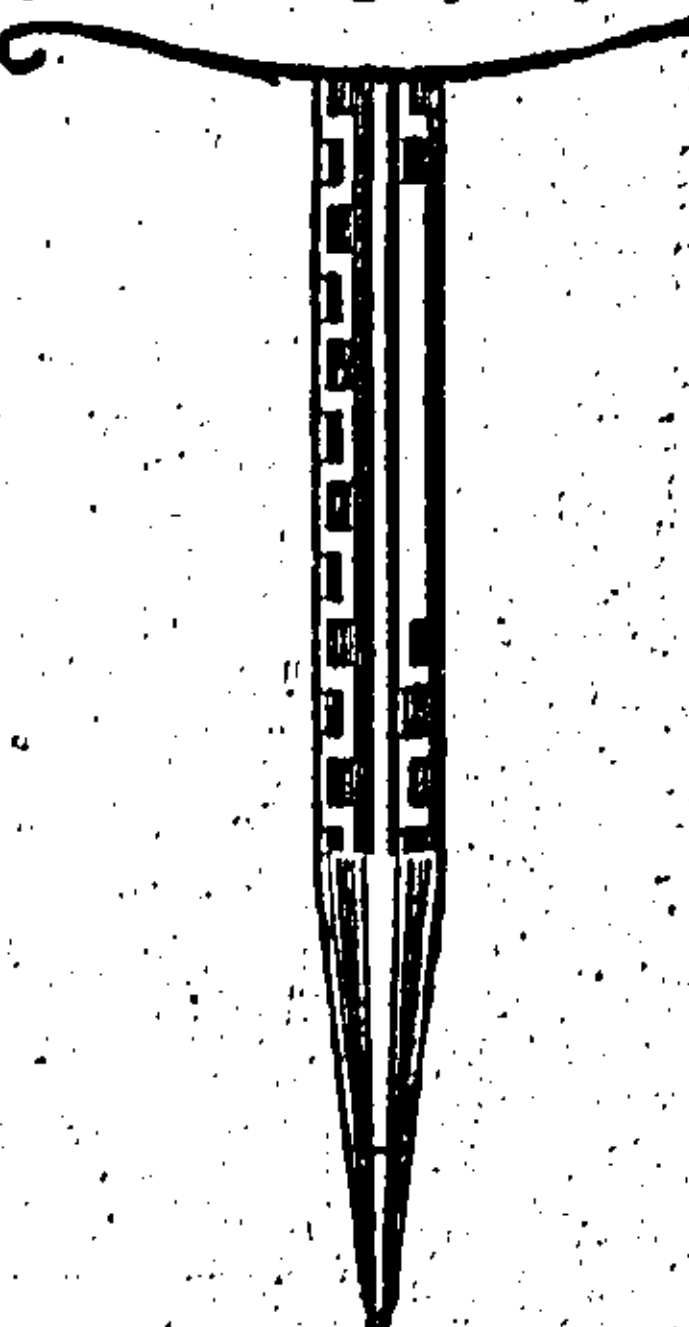
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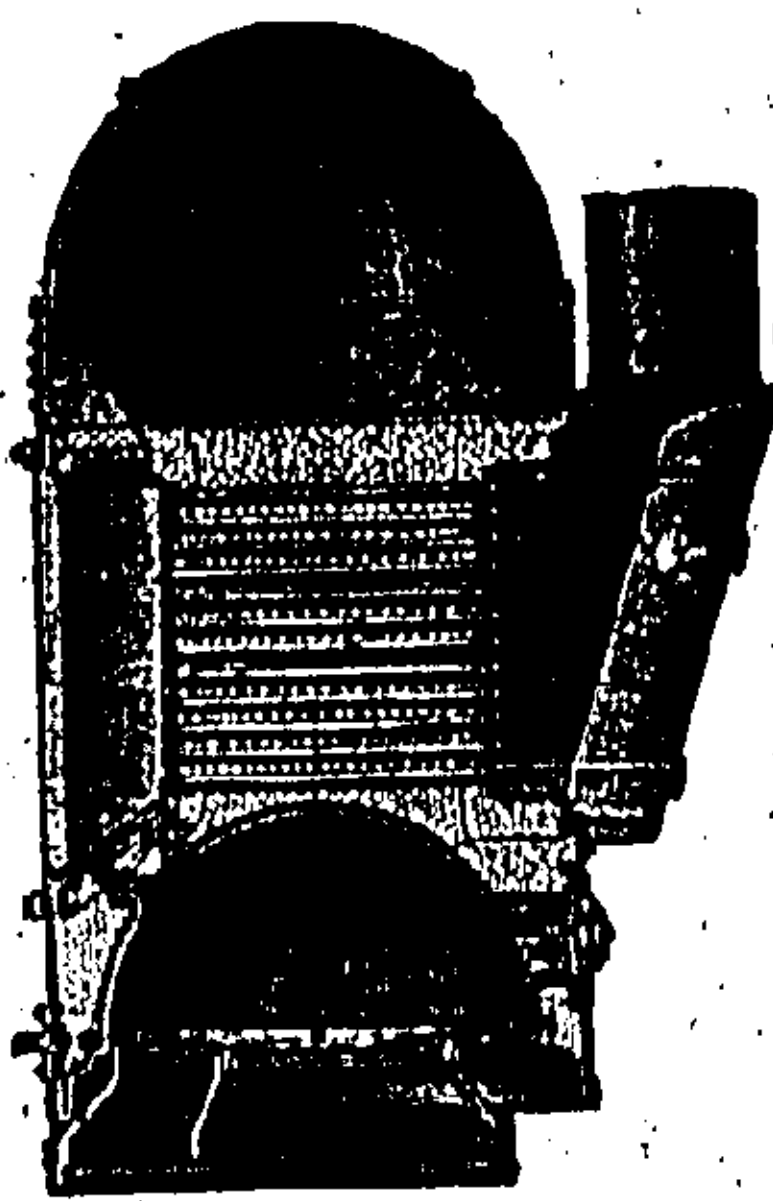
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### MR. HOBBS AND TWO NEWSPAPERS.

#### APPEAL FROM ORDER OF LORD CHIEF JUSTICE.

The hearing was resumed in the Court of Appeal recently, before Lords Justices Scrutton, Greer and Sankey of the appeals of Mr. William Cooper Hobbs from judgments in favour of the proprietors of the *Liverpool Evening Express* and the *Nottingham Journal*, whom he sued for damages for libel.

He also appeals from an order of the Lord Chief Justice refusing to allow an adjournment of the hearing of the second action, which, following closely on the first, was disposed of in default of appearance by Mr. Hobbs.

Mr. Hobbs complains that alleged unfair comments by Lord Hewart during the hearing of the first action were calculated to prejudice the minds of the jury, and that there had been a miscarriage of justice.

Mr. Norman Birkett, K.C., continuing his address for the respondents, said that it was a misnomer to speak about the result of the trial as a miscarriage of justice. This appeal could never have been put into that high category unless there had been a misrepresentation of the attitude of the Lord Chief Justice. To see how that stood it was necessary to look at the particulars given in mitigation of damages.

Lord Justice Scrutton—At present that seems to me more important than the behaviour of the presiding Judge.

Mr. Birkett said that in his opening Sergeant Sullivan went out of his way to say that he was going to put the true story of Hobbs's life before the jury.

Lord Justice Greer—You sat by.

Mr. Birkett—Your Lordship would not expect me to object. I might have done so. I thought it wiser to say: "If he chooses to put character in issue that resolves all my difficulties." When my learned friend delivered himself into my hands I was the happier in consequence.

More Than Human.

Something had been said, continued counsel, about juries requiring to be more than human. If Judges were to be attacked (as the Lord Chief Justice had been) for all the remarks made in the course of a case Judges would have to be more than human, too. It was incorrect to suggest that Mr. Hobbs had been harried by Bench and Bar.

Lord Justice Scrutton said that what was pressing the Court was a doubt whether the jury ought not to have had a short direction as to the conclusions which they could draw from the cross-examination of Mr. Hobbs. They acted too soon.

Mr. Birkett—My submission is that the jury did not act a second before they ought. I wish your Lordship had been in the Court below. It is so difficult to create in this Court the scene there and the conviction that was brought home to every mind as to what the truth was. Mr. Hobbs was a clever man.

Lord Justice Greer—He was being cross-examined by a man of the same kind. (Laughter.)

Lord Justice Sankey—In "The Pilgrim's Progress" one of the jury said, "Away with such a fellow from the earth." I can't help feeling that your cross-examination may have left the jury in that position. The jurymen in that case called "Mr. Nogood," who was called "a sorry scrub."

Lord Justice Scrutton—The Lord Chief Justice took a strong and unfavourable view of the plaintiff's affidavit of documents. I cannot at present see any justification for the unfavourable view of the Lord Chief Justice on the affidavit.

Mr. Birkett—I submit that the Lord Chief Justice was entirely justified, and that in any case there is no substance in the complaint about it.

Lord Justice Scrutton—Supposing you have the position that the right verdict has been got in the wrong way. What are we to do—say that there was no substantial miscarriage of justice?—Yes.

Lord Justice Scrutton—That is what the House of Lords said that we were wrong in doing in another case.

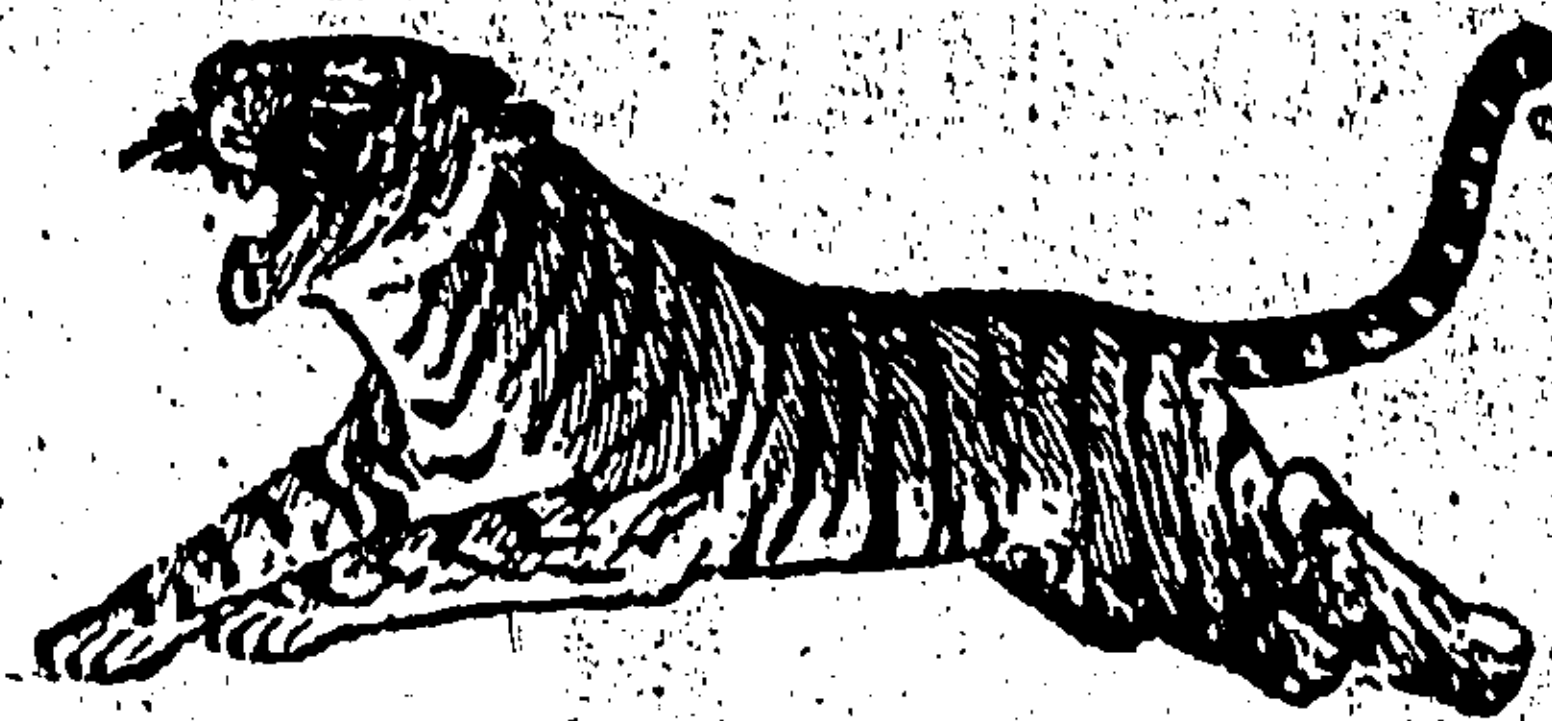
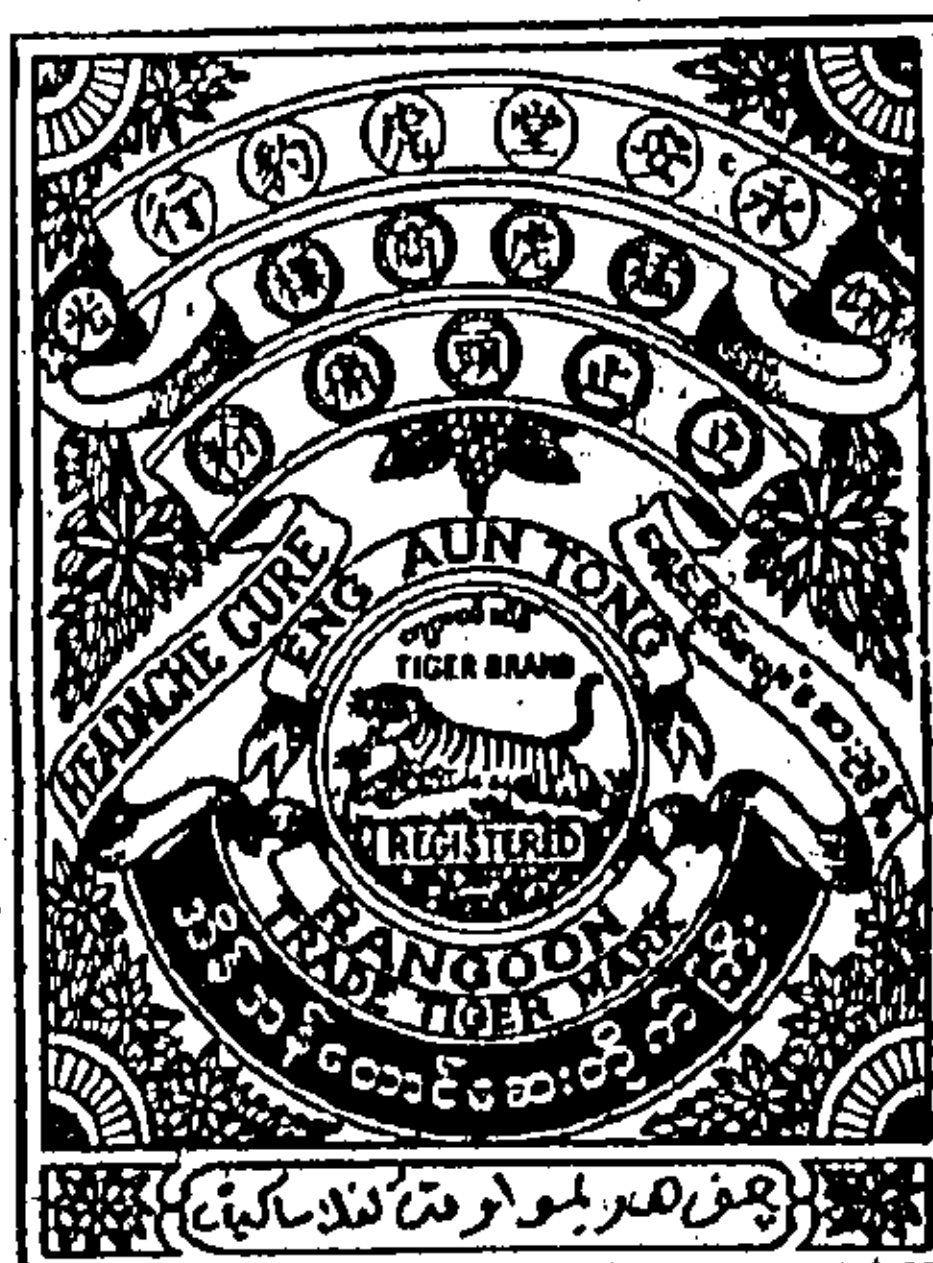
When Mr. Birkett was dealing with one of the interjections of the Lord Chief Justice, Lord Justice Scrutton remarked that it was "judicial humour."

Mr. Birkett—Your Lordship said what I had difficulty in saying.

Lord Justice Scrutton—We all do it.

Mr. Birkett—I am afraid your Lordships do. (Laughter.)

The hearing was again adjourned.



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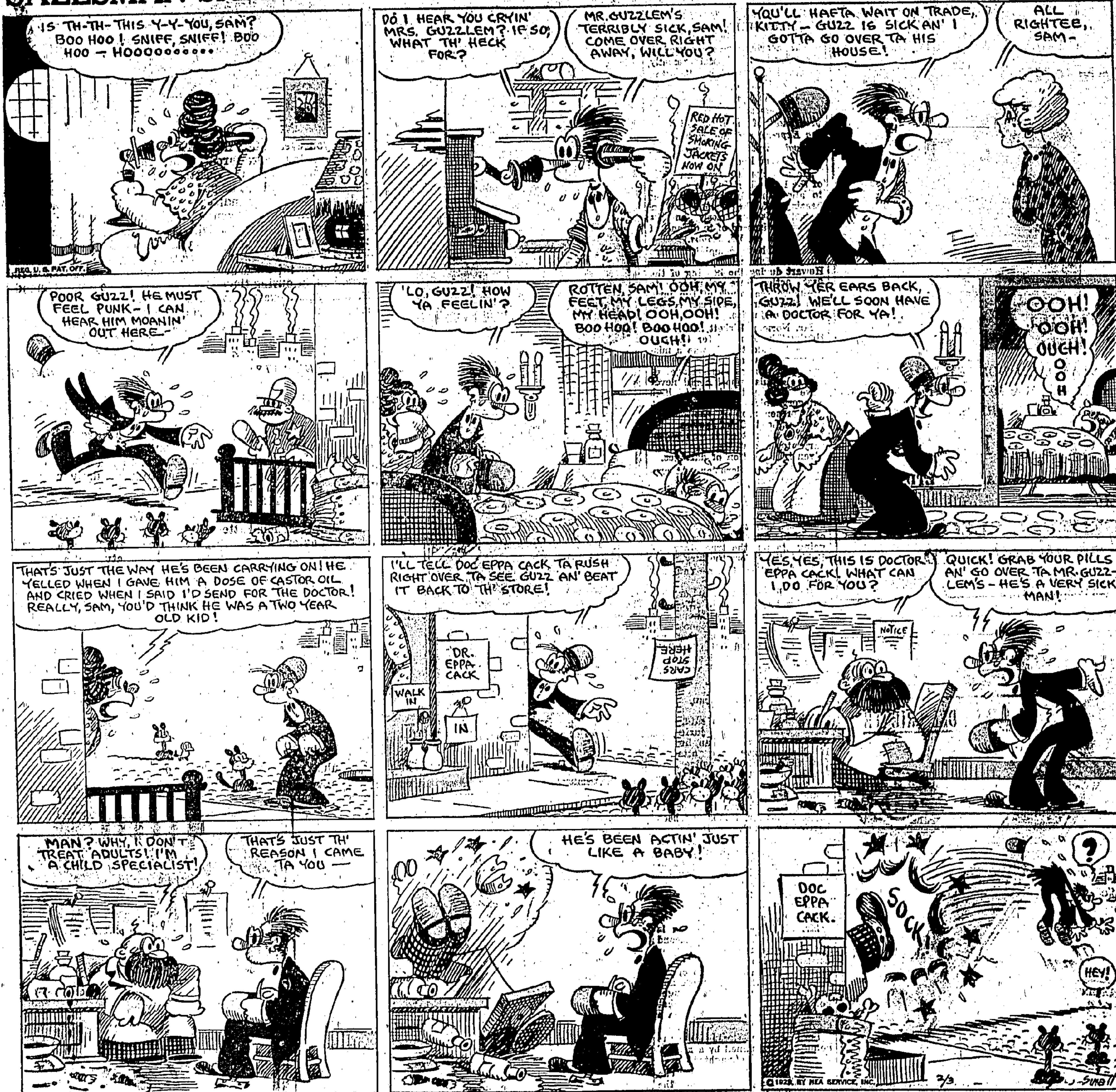
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## ORCHID.

BY ELEANOR EARLY.

## CHAPTER XXXVII

"Oh—Sadie. We thought you were Monty."

"Ashforth called to her mother. 'Never mind the coffee, Mums. It's only Sadie.'"

Maizie came in from the kitchen and settled herself comfortably on the big divan.

"My goodness," she observed, glancing from one girl to the other. "You two certainly are different. I don't know as I ever saw two girls so different."

Sadie flipped her short skirts perky.

"I ain't a red hot mommer any more," she chattered. "Just a sweet young thing, tryin' to get along. Not a day over 16, and butter wouldn't melt in my mouth."

She was wearing a suspender skirt of red and blue, pleated smartly. Her blouse had a broad childish collar, with a blue silk tie. She wore a scarlet beret, and striped wool socks over her nude silk stockings.

Ashforth was in brown, and her skirt was five inches longer than Sadie's.

"Ash, now," pronounced Sadie, "looks like I'd like to look. But God didn't have no clothes horse in mind when he gave me these short little legs."

She sat beside Maizie, and stuck them out derisively.

"Not so hot," she lamented. "Say, Ash, if I had a couple of stems like your'n! There's no telling how far a good pair of legs will take a girl. . . . Say, dearie, what makes you wear your skirts so long?"

Maizie looked slightly scandalized.

"If you'd think less about your legs, Sadie," she began.

"Oh, all right. All right. I was only trying to give your daughter a compliment, Mrs. Ash."

Sadie got up restlessly, and wandered over to the radio.

"What do you say if we pluck a band out of the air, to welcome Little Sunshine home?"

She twined the dial, looking over her shoulder at Ashforth.

"You give me a pain in the neck, Ash—that's what you do. Here's your mother's been thinking of nothin' but you ever since you been away. Workin' her fingers off, while you were playing the grand lady. Slavin' all day, cleanin' the place, and cooking, and she don't get so much as a pleasant look out of you. Anybody'd think you was at a wake—that's what they'd think. What's the matter with you, anyway?"

Maizie looked helplessly at her daughter.

"There's something on your mind, ain't there, honey?"

"You're darn tootin', there's something on her mind," contributed Sadie, "and it ain't none of my business, or any of her. But I hate to see your mother gettin' the cold water treatment, Ash, after all she's done for you."

Ashforth crossed the room swiftly, and flung herself in Maizie's lap.

"I'm wondering, about Monty," she lied. . . . And all the while she was thinking, of course, of Hollis.

"Sadie's an old crab, Mums. She just likes to hear herself talk."

She bent to her mother's ear. "Let me sleep with you tonight, darling. Sadie can have my room. I've a secret to tell you."

Maizie squeezed her ecstatically. "That will be lovely, dear. Just like when you were little."

"Here's the News," announced Sadie, "broadcasting the late news."

"Get some music," ordered Ashforth. "Who cares about news?"

"Wait a sec." Sadie moved the dial a fraction of an inch. "What's that he's saying? Gee, another airplane down. Ain't that too bad? Gee, it's as much as your life's worth, flyin' in them things."

Ashforth sprang to her feet. "Where, Sadie?"

"Oh, my God, Ash! I never thought about Monty."

Sadie straightened. Her eyes were wide and frightened.

"I didn't get it all. Somewhere in Connecticut, I think he said. Flyin' over from New York. . . . Oh, wouldn't it be awful, Ash!"

Maizie thumbed the telephone directory.

"Call the News," she commanded. "Here's the number—You do it, Ash—ask for the city desk."

But Ashforth shook her head. "Here—I will." Sadie darted into the hall, with Maizie at her heels.

"Hubbard 600 . . . hurry up, operator. . . . Gee, Mrs. Ash. I guess she's crazy about Monty. Did you see how pale she got? . . . Operator . . . six thousand. . . . It can't be busy—it's a switchboard. Maybe you'd better go to and see if she's all right, Mrs. Ash. . . . Well, they would if you'd ring them. . . . Listen, operator, that's a newspaper office, and of course they'll answer. . . . Hello—hello. Is this the News? Give me the city desk, please."

Sadie handed the telephone to Maizie.

"Here, you talk to them, Mrs. Ash. You can ask things better than I can."

Ashforth stood in the door, like a pale ghost, with her hand against her throat. . . . Maizie was crisp and businesslike.

"Is this the city desk?" Your announcer has just broadcast news of an airplane accident. We didn't hear it all. Can you tell me about it? . . . What? . . . Oh, you don't know? . . . But they were flying from New York? Yes, yes. We particularly wanted to know the names of the passengers.

Two of them? Perhaps you'd be good enough to take my number, and call me back, if you get a report. Well, that's very nice of you. The number is Kenmore 05103. Mrs. Ash—yes, Mrs. Joe Ash. Oh, you did? Yes, he was on the Globe for a good many years. Mr. Burton, you said? Then you'll call me, Mr. Burton, later? Thank you very much."

"What mother? What is it?" Ashforth voice caught raspily in her throat.

"There's a plane missing," reported Maizie. "It left New York at six o'clock. A commercial plane, piloted by a man named Burns. He had two passengers aboard. They're worried because of the fog, and the plane hasn't any landing lights for night flying."

"The man on the desk said he'd call back. He knew your father. They used to work together, he said. And he'll telephone us, as soon as they hear anything."

Maizie put her arms around her daughter. "There, honey, you mustn't take on. You just as white as a ghost. Lands, I didn't know anything'd give you a turn like that."

"And you told me she wasn't in love!" bantered Sadie, looking at Maizie. "Say, when a Jane like Ash comes so darn near pullin' a faint, I guess she must be in a tough way."

"It isn't Monty!" protested Ashforth. "No? Well, it must be something you ate," mocked Sadie. "Only I'd call it Love—I would."

The telephone rang sharply. "There, I bet that's Monty now," declared Maizie.

She took the receiver down. "What's that you said? Oh, my God, no! There's some mistake. There's some mistake, I said. Yes, yes—she was. Yes, this evening. No—no, I tell you. . . ."

Ashforth gripped her mother's shoulders. And Maizie, as she turned from the transmitter, thought that she had never seen eyes so big and frightened. Nor a living face before that was whiter than death.

She put her hand over the mouth of the instrument. . . . "No, dear—it's not that. Not Monty."

"Then, into the phone. Just a minute, Mr. Burton. Hold the line a moment. My daughter is here now. Will you hold the line, please, until I speak to her?"

Maizie's pink cheeks were pale, and there were lines, to create her face in ugly folds.

"I tell you, dear," she insisted. "It's nothing about the plane. For goodness sake, take that expression off your face! You give me the shivers. Sadie, take her in the other room, like a good girl. It's a little private business I have with Mr. Burton."

She turned to the telephone again. "Yes, Mr. Burton. Now will you repeat that, please?"

Yes, yes. I told you she was. Yes, this evening. No, she hasn't. Not a thing—no. I tell you it's a mistake. . . . You wouldn't print anything like that, Mr. Burton? It's a lie, that's what it is. A lie, I said—you heard me. What! Who did? What papers? But I lie! I don't care if every paper in New York printed it, does it? That doesn't make it the truth, does it? Listen, Mr. Burton—Maizie's voice was wheedling now.

"You said you were a friend of Joe's, didn't you? Well, no friend of Joe's is going to print stories about his daughter. . . . Yes, yes, I know. Well, New York isn't Boston, and we can't help that now. . . . The other papers all have it? Oh, my God, Mr. Burton! Can't you stop them?"

Ashforth threw aside Sadie's encircling arm.

"Mother, what is it? Tell me this minute! It's something about me." She drew Maizie from the telephone. "Let me speak to him."

But Maizie pushed her aside. "Listen, Mr. Burton, you call me back in 10 minutes. Yes, I'll speak to my daughter. I'll give you a statement in 10 minutes. . . . You can talk to her yourself if you want to. . . . In 10 minutes, I said."

She hung up the receiver, and walked, like a person in her sleep, into the living room. Sadie rose dumbly from the divan, to face her. Ashforth put trembling hands on her shoulder. And they stood,

## MR. LI YAU-CHUEN.

## HONOURED BY TUNG WAH HOSPITAL DIRECTORS.

Mr. Li Yau-chuen, the Chairman of the Chinese Chamber of Commerce, was the guest last night at the Kam Ling restaurant (West Point) of the Directors of the Tung Wah Hospital who gave a dinner in honour of Mr. Li on the occasion of his receiving the Companionship of the British Empire from His Majesty the King.

The guests included Mr. Li Yau-chuen's son, Mr. Li Sheung-ming, the Hon. Sir Joseph Kemp, K.C., the Hon. Mr. R. A. C. North, the Hon. Mr. T. H. King, the Hon. Dr. A. R. Wollington, Mr. E. W. Hamilton, and the permanent advisers to the Hospital, who are the Hon. Sir Shouson Chow, the Hon. Dr. S. W. Tao, Mr. Wong Kwong-tin, Mr. Lo Cheung-shu, Mr. Fung Ping-shan, and a few past Directors, namely Mr. Tang Shu-kin, Mr. Lo Yin-nin, Mr. Ng Wah and Mr. T. N. Chau.

The Hon. Dr. R. H. Kotowall and Sir Robert Ho Tung were unable to attend, the former owing to indisposition and the latter through pressure of engagements.

The hosts, the present Directors of the Hospital, were as follows:—Mr. M. K. Lo (Chairman), Mr. Ho Yee-cheong, Mr. Leong Yau-sang, Mr. Leung Yuk-ki, Mr. U Cheuk-sang, Mr. Lo Chuk-nai, Mr. Chan Chi-hang, Mr. Ma Si-chuen, Mr. Ma Wai-nin, Mr. Ho Ki, Mr. Mok Tai-huen, Mr. Kwok Sheung-ngo, Mr. Lam Kau-mow, Mr. Chan Ping, Mr. Kwok Lam-shang and Mr. Kwan Wan-pak.

The toast of Mr. Li Yau-chuen was proposed by Mr. M. K. Lo and of the Guests by Mr. Ho Yee-cheong, the vice-Chairman.

The Toasts.

Addressing the gathering, Mr. M. K. Lo, Chairman of Directors of the Tung Wah Hospital, said:

Gentlemen—The pleasure of proposing the toast of Mr. Li Yau-chuen, on such a happy and auspicious occasion as this, must be very real indeed to anyone on whom such a pleasant duty devolves. To me, such pleasure is immeasurably enhanced by reason of the fact that, as an old and intimate friend of my father, he is a "Sai Pak" to me, and by reason of the even more important circumstance that he has always given to me that generous measure of goodwill, tolerance, advice and help which only a "Sai Pak" indeed can bestow.

Our honoured guest to-night has been one of the permanent advisers to the Tung Wah Hospital since 1906. His association with the Hospital began very much earlier than this date, for he served as a director in the year 1897 and again in the year 1899. I cannot, of course, pretend to be able to speak of a time which must necessarily be ancient history to me—a time when I was a mere child. But the records of the Institution bear testimony to Mr. Li Yau-chuen's active participation in the affairs of, and ungrudging services to, the Hospital through this lengthy period. And as regards the period since my colleagues and I have had the honour of assuming office as directors, I gratefully acknowledge the keen interest he has taken in its welfare.

We know that the Hospital can always confidently look to his matured advice and effective assistance. We therefore cannot but feel a keen personal gratification with the bestowal upon him by His Majesty the King of the Order of Commander of his long, devoted, and meritorious public services. In the name of the Tung Wah Hospital we tender to you, Sir, our respectful congratulations, and our sincere wishes that you will be vouchsafed a very long life in which to enjoy this well-earned honour and the respect, esteem and affection of the whole Colony.

white and cold, like a tableau. Waiting for Maizie to speak.

"It's about you," she said, looking at Ashforth, and her voice was strained and perky. Not at all like Maizie's voice.

"Mr. Burton says there's a story in New York about you and Hollis Hart. Some New York papers used it in the afternoon, in the last editions. They didn't get it in time for Boston. It's going to be in all the morning papers, he says. . . . About you and him. . . . being together, Ashforth."

Maizie's voice broke. "It ain't true, what he says?" she cried. "Say it ain't true, Ashforth."

"What does he say, mother?"

Ashforth's voice was cool and smooth, and as pale as her waxen face.

"He read me the wire. It said—'Maizie gulped. It said something about 'Hollis Hart, well-known man about town, returns on S. S. Juanita with stenographer. And he made some crack about a tropical island romance.'"

"Well, I'll be darned!" It said something about 'Hollis Hart, well-known man about town, returns on S. S. Juanita with stenographer. And he made some crack about a tropical island romance.'"

Sadie slumped on the divan. "Go on, Mrs. Ash!" she commanded. "Go on. Sniff the dirt."

(To Be Continued.)

Before I ask you to join with me in drinking a bumper to our honoured guest, I must crave your indulgence for a few more moments whilst I proceed to read out the directors' congratulatory address in Chinese to Mr. Li Yau-chuen.

The congratulatory address was then read and was greeted with applause.

Mr. Li's Reply.

Mr. Li Yau-chuen, replying said:

I am very grateful to you all for the honour you have done me this evening, and for all the good things which the Chairman has said about me, which I feel I do not deserve. Although my business and social career has extended over a period of several tens of years, I cannot think of anything that I have done for the public that calls for any comment. What I have done is what every other man would do for the good and welfare of his fellow men, and if there is any difference in my case, it can only be that I always exercise the greatest possible care in what I do.

The honour that has been conferred on me by His Majesty the King I attribute entirely to the kindness of His Excellency the Governor, the Hon. Colonial Secretary and the Hon. Secretary for Chinese Affairs in selecting me for recognition, and to the support I have always received from my numerous friends. I do not, therefore, regard this honour as being conferred on me, but rather on the many friends who have helped me in my work. I only wish that higher honours will come to you all, and that I may be given the pleasure at no distant date of being host at dinner to you, as you are this evening to me. Again, gentlemen, I thank you most warmly. (Applause.)

The Guests.

Mr. Ho Yee-cheong, Vice-Chairman of the Tung Wah Hospital, said:

Gentlemen—I regard it as a great privilege that the pleasant duty of proposing the toast of our other guests should fall upon me.

The Hospital with its manifold and ever increasing activities, cannot possibly be run without the continued support, advice and assistance of the Hongkong Government on the Legislative Council, the honorary permanent advisers, and the various counsellors, and friends are worthily represented by our other guests this evening. For this reason we heartily welcome you, one and all, not only as the friends of Mr. Li Yau-chuen, but also as the supporters and advisers of our Institution.

On behalf of my colleagues, as well as on my own behalf, I tender sincere thanks to you all for your advice and assistance, especially to Sir Joseph Kemp, K.C., who will have to work so hard for us in connexion with the New Tung Wah Hospital Bill: the Honourable the Secretary for Chinese Affairs, whose unfailing sympathy and kindness are so encouraging to us, and Dr. Kirk, whose help in compiling estimates for us with reference to the Tung Wah Eastern Hospital, and in other matters, has been invaluable. We thank you all sincerely for honouring us with your company this evening.

I now ask my colleagues to rise and join with me in drinking a bumper to our other guests. (Applause.)

The health bulletin of Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, gives the following cases, the figures in parentheses indicating deaths:—Plague, Baghdad (4), Bassel (1), Bomba (1), Cherbon (1), Pnom Penh (3), Cholera, Bassel (1), Calcutta (1), Moulmein (4), Rangoon (2), Bangkok (10), Saigon (2), Bombay (12), Calcutta (24), Karachi (43), Madras (11), Moulmein (5), Negapatam (4), Rangoon (3), Vizagapatam (10), Balkpapan (1), Belawan (1), Halphong (1), Padang (1), Samarinda (1), Shanghai (1), Canton (22), Macao (6).

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From EUROPE.

The Steamship,

"CITY OF DELHI."

having arrived, Consignees of Cargo by her are informed that all goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Hols' Wharf, whence delivery may be obtained.

No Claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after 27th March, 1929, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before 2nd April, 1929, or they will not be recognized.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and noon, within the Free Storage period of One Week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by,

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General Agents.

N. Y. K. LINE.

(NIPPON YUSEN KAISHA.)

From EUROPE and STRAITS.

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"TOYOOKA MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained.

Goods not cleared by the 28th March, 1929, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees' and the Co.'s representatives on any Tuesdays and Fridays, at 2.30 p.m. within the free storage period.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

No Fire Insurance has been effected.

NIPPON YUSEN KAISHA,

Hongkong, 21st March, 1929.

## INDO CHINA STEAM NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamers.	Sailings.
TO TSINGTAI via SWATOW & SHANGHAI	Chakasang Kwongsang Kwaisang Fookshing	Sun. 24th Mar at 7 a.m. Wed. 27th Mar at 7 a.m. Sun. 31st Mar at 7 a.m. Wed. 3rd Apr at 7 a.m.
TO OSAKA via AMOI, MOJI & KOBE	Yuonsang	Sun. 24th Mar at 7 a.m.
TO KOBE via AMOI, MOJI	Namesang	Wed. 17th Apr at 7 a.m.
TO STRAITS & CALCUTTA	Kuteang Suisang	Sun. 24th Mar at 10 a.m. Mon. 1st Apr at 3 p.m.
TO SANDAKAN	Mausang Hinsang	Fri. 5th Apr at 3 p.m. Sat. 13th Apr at 3 p.m.
TO TIENTSIN	Cheongshing	Satur. 30th Mar at noon.
TO CANTON	Kwaisang	Mon. 25th Mar at 6 p.m.

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Fare Hongkong to London £82.

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Motor Vessel "GLENHARRY"	3rd Apr.
Motor Vessel "GLENHIEL"	1st May.
Motor Vessel "GLENBEG"	20th May.
Steamship "GLENIFFER"	26th June.

TO SHANGHAI, KOBE, YOKOHAMA &amp; VLADIVOSTOK.

Steamship "CARNARVONSHIRE"	1st Apr.
Motor Vessel "GLENBEG"	18th Apr.
Steamship "PEMBROKESHIRE"	29th Apr.
Steamship "GLENIFFER"	11th May.
Steamship "CARMARTHENSHIRE"	27th May.

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S.S. "LAOMEDON"	via Suez Canal 10th Apr.
S.S. "RHEXENOR"	via Suez Canal 8th May.
S.S. "CITY OF LILLE"	via Suez Canal 17th May.

Steamers proceed via Suez Canal or Panama Canal at owners' option.

Subject to Change without notice

For freight and particulars apply to:-

BUTTERFIELD &amp; SWIRE &amp; THE BANK LINE, LTD., HONGKONG.

Hongkong &amp; Canton. Jardine Matheson &amp; Co., Ltd., Canton.

## NANKING CONGRESS.

## DELEGATES DISAGREE AT RESUMED SESSION.

Nanking, Mar. 22.

At this afternoon's session of the Kuomintang Congress, eleven delegates opposed the alleged controlling of the Congress by members of the Western Hills clique, of whom Sun Fo and Chang Chi are leaders. The delegates concerned then withdrew.

Immediately instructions were given to the guards not to allow anyone, the delegates included, to enter or leave the Congress hall. The President and Madame Chiang Kai-shek arrived shortly afterwards, and the guards let Marshal Chiang Kai-shek enter but refused entry to Madame Chiang.

Dr. Wang's Proposals.

It is learned that Dr. C. T. Wang will make a number of proposals to the Kuomintang congress among which is a suggestion that China remain a member of the League of Nations, and that efforts be made to obtain a proper seat, on the League Council. The complete proposals will take up six booklets.

Among them is one that China's more important Ministers be raised to Ambassadorships, also the abolition of extraterritoriality, the taking up of the question of national borders, and that China in future pay attention to the welfare of overseas Chinese.

Copies of the proposals are being sent to the delegates, the majority of whom are reported to be receiving them favourably.

## S. AFRICAN POLITICS.

## QUESTION OF THE POLICY TOWARDS NATIVES.

Cape Town, Mar. 22.

In the opening of the election campaign, Mr. Horstog referred to a recent manifesto by the Archbishop of Cape Town and other prominent persons in Cape Province appealing for support against the Government's native policy, as embodied in the Native Rights Bill, introduced last month.

He said the path indicated therein would lead to the disappearance of South Africa as a white man's country.

He denied any desire to do anything unjust to the natives, but their interests were so closely dependent on the interests of the Europeans that, if the latter were not consulted, the natives would eventually be the worst sufferers.

German Treaty Opposed.

Durban, Mar. 22.

At a meeting held to protest against the recent German trade treaty, the legislator Mr. Nicholas, on behalf of General Smuts, announced that if the South African party returned to power they would immediately denounce this treaty, and negative all the commercial clauses by refusing to enter into the customs agreement provided in the protocol thereto.

## THE ENGINEERS' INSTITUTE.

(Continued from Page 14.)

who said damn, I clearly perceive that I am predestined to move in a circumstanced groove; in fact, not a and if not a bus, but a tram."

He also paid a tribute to the water engineers who at the present time were trying to conserve the Colony's water supply. In conclusion he said that the ship-builders and engineers could all point to some achievement which not only redounded to the credit of themselves but to the credit of the Colony. Concluding he said that Lord Dower had recently pointed out that brevity was the soul of the speechmaker and suggested that it should also be the soul of the speechmaker.

Those Who Went Before.

Mr. W. S. Bailey said that as one of the oldest members of the Institution he wished to thank the chairman for the kind remarks he had made about himself and Mr. C. Mendham.

It was a great pleasure for him to be connected with the Institution and he liked to visit the Institution's headquarters and look at the pictures on the walls. Some were of men with whom he had been associated and men who had worked hard for the Institution. They were men of the highest standing who had commanded the respect of all.

While it would be perhaps invidious to mention names, he thought references should be made to Mr. David Gillies of the Dock, a man who would have done credit to anyone, anywhere. Mr. Bailey said he was glad to see that men like this had been followed by others quite equal to the work and men prepared to work as hard for the Institution which he wished every success.

In a brief speech Mr. P. T. Farrell proposed the visitors, expressing particular pleasure at the presence of the Hon. Mr. Southorn and the Hon. Sir Henry Pollock.

Sir Henry Pollock replied, saying that he had been invited to the dinner by Mr. Bailey to hear him sing and he had not the least idea that he would be called on to speak. He expressed thanks for the Institution's hospitality and said he would like to endorse the remarks of the chairman in connection with new members coming forward.

The toast of the ladies was proposed by Mr. W. S. Bailey who in a witty speech advised the single men to get married and to follow his example and go to Scotland for a bride.

Wireless Progress.

Mr. R. Sutherland said that the first spoke at the Institution's dinner 20 years ago. He referred to the subject of broadcasting and said that he did not think sufficient attention had been paid to it. He thought that wireless in Hongkong had been treated largely as a joke but he had no hesitation in saying that if Hongkong was going to treat wireless as a joke there was little hope for it.

He had heard remarks passed regarding the vote approved by the Finance Committee on Thursday in connection with the studio and

## QUEEN'S COLLEGE.

## ANNUAL MEETING OF OLD BOYS' ASSOCIATION.

The annual meeting of the Queen's College Old Boys Association was held at the College yesterday evening, Mr. H. K. Hung, Vice-President of the Association presiding over a fair attendance of members.

The Chairman referred to the death of their late President, Mr. Lee Hy-san, which had removed from their midst a genial personality and an energetic supporter in all matters connected with the Association.

The minutes of the last meeting were read by the Hon. Secretary, Mr. C. G. Anderson, and passed.

The report of the year's accounts, as audited by Mr. William Wong and presented to the meeting, showed a surplus of funds amounting to \$7,064.03. The Annual Dinner account showed a deficit of \$399.44.

In moving the adoption of the Report and Accounts, the Chairman said there was nothing therein that called for particular comment.

Mr. Ho Kwong seconded, and the motion was carried.

In proposing the appointment of Mr. Lo Cheung-shui as their new President, the Chairman said Mr. Lo was well-known to all of them, and there was no need for him to dwell on Mr. Lo's sterling qualities.

Mr. J. F. Grose seconded the proposal, which was carried unanimously.

The following were then elected to serve on the General Committee for the year: Vice-Presidents, Messrs. A. H. Crook and H. K. Hung; Hon. Secretary, Mr. C. G. Anderson; Hon. Treasurer, Mr. Chow Ping-ün. Committee members: Messrs. Chiu Hoping, C. Choo, S. M. Churn, J. F. Grose, Ho Kwong, Ho Leung, Wei Tat, A. C. Arculli, Lo Man-hing, and G. A. V. Hall.

he thought that was a sign of the times. He did not think that they should be content with "gramophone records for it must be appreciated that a Colony like this had to keep its end up in connexion with wireless.

A most enjoyable musical programme was given during the evening, Mr. W. S. Bailey rapidly gaining the support of the audience in the chorus of his song "Out on the Deep" and with a much called for encore "There's a Long Long Trail."

Mr. V. C. Labrum was responsible for several humorous songs including "Ho's Not Old Enough to be old," while excellent items were rendered by Mr. G. McLeod, Mr. T. G. Paterson and Mr. R. M. Keown who sang songs thoroughly appreciated by the audience. Stories by Mr. R. Sutherland and pianoforte accompaniment by Mr. H. J. Fountain further contributed to the success of the evening, the catering for which was done by the Hongkong Hotel.

[The annual report of the Institution will be found on Page 7.]

## P. &amp; O. BRITISH-INDIA, APCAR AND EASTERN &amp; AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)  
Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe Etc.

## PENINSULAR &amp; ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination.
*KHYBER	2,114	23rd Mar. noon.	Marseilles & L'don
MALWA	10,980	30th Mar.	Marseilles & London
*PADUA	5,907	2nd Apr.	Marseilles, London, A'werp, Rotterdam & Hamburg
NALDERA	16,088	13th Apr.	Bombay, M'les & London
*MIRZAPUR	6,715	16th Apr.	Straits, Colombo & B'bay
KARMALA	9,128	20th Apr.	Marseilles & London
*ALIPORE	5,273	24th Apr.	Straits, Colombo & B'bay
MANTUA	10,948	27th Apr.	Bombay, M'les & London
*NAGPORE	5,283	4th May.	Marseilles, London, A'werp, Rotterdam & Hamburg
*KIDDERPORE	5,334	8th May.	Straits & Bombay
KALYAN	9,144	11th May.	Marseilles, L'don & Hull
MOREA	10,953	25th May.	Bombay, M'les & London

\*Cargo only. \*Calls Casablanca.  
Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrene, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S.S. Co.

## BRITISH INDIA-APCAR SAILINGS

TALMA	10,000	22nd Mar. 2 p.m.	S'pore, Penang & Calcutta
SANTHA	7,754	17th Apr.	S'pore, Penang & Calcutta
TILAWA	10,006	21st Apr.	S'pore, Penang & Calcutta
TAKIWA	7,936	3rd May.	S'pore, Penang & Calcutta

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	29 Mar. 4 p.m.	Manila, Sandakan, Thure
ARAFURA	6,000	10th May.	Island, Townsville, B'ban
TANDA	6,656	31st May.	Sydney and Melbourne.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.

The E. & A. S.S. Co., Ltd. steamers will also call at Shanghai, H'lo, Cebu, Kalamangan, Tawau, Timor, Darwin, or other ports en route as indicated on the cards.

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The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

## SAILINGS TO SHANGHAI &amp; JAPAN

*KARMALA	9,128	23 Mar. D'light	S'hai, Moji, Kobe & Yok
*ALIPORE	5,273	27 Mar. 4 p.m.	Shanghai, Moji & Kobe
*LAHORE	5,252	30th Mar.	S'hai, Moji, Kobe & Yok
MANTUA	10,948	29th Mar.	S'hai, Moji, Kobe & Yok
TILAWA	10,006	29th Mar.	Amoy, S'hai, Moji, Kobe & Osaka
*KIDDERPORE	5,334	1st Apr.	S'hai, Moji, & Kobe

\*Cargo only. \*Does not carry passengers from Hongkong.

All dates are approximate and subject to alteration without notice.

## WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24 ft. x 12 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing. For Passage Rates, Handbooks, Freight, etc., apply to

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Tonyo Maru ... .. Wednesday, 3rd Apr.

Korea Maru ... .. Wednesday, 17th Apr.

SEATTLE, VICTORIA via Shanghai & Japan Ports

Shizuoka Maru ... .. Monday, 25th Mar.

Yokohama Maru ... .. Monday, 8th Apr.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via

Singapore, Penang, Colombo & Suez

Hakozaki Maru ... .. Saturday, 23rd Mar.

Hakusen Maru ... .. Saturday, 6th Apr.

SYDNEY & MELBOURNE via Manila & Ports.

Aki Maru ... .. Wednesday, 24th Apr.

Kaga Maru ... .. Wednesday, 22nd May.

BOMBAY via Singapore, Penang & Colombo.

Tottori Maru ... .. Thursday, 28th Mar.

Yamagata Maru ... .. Sunday, 31st Mar.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu,

Los Angeles, Mexico & Panama.

Rakuyo Maru ... .. Friday, 19th Apr.

SOUTH AMERICA (EAST COAST) via Singapore;

Capetown & Ports.

Kanagawa Maru ... .. Friday, 5th Apr.

NEW YORK via PANAMA.

Mayebashi Maru ... .. Thursday, 28th Mar.

LIVERPOOL via Port Said, Genoa & Marseilles.

Lima Maru ... .. Friday, 19th Apr.

CALCUTTA via Singapore, Penang & Rangoon.

Nagato Maru ... .. Friday, 29th Mar.

SHANGHAI, KOBE & YOKOHAMA.

Matsumoto Maru ... .. Saturday, 23rd Mar.

Malacca Maru (omit S'hai) ... .. Saturday, 30th Mar.

Kamo Maru ... .. Tuesday, 2nd Apr.

\*Cargo only.

Reduced 1st class Excursion Rates quoted between

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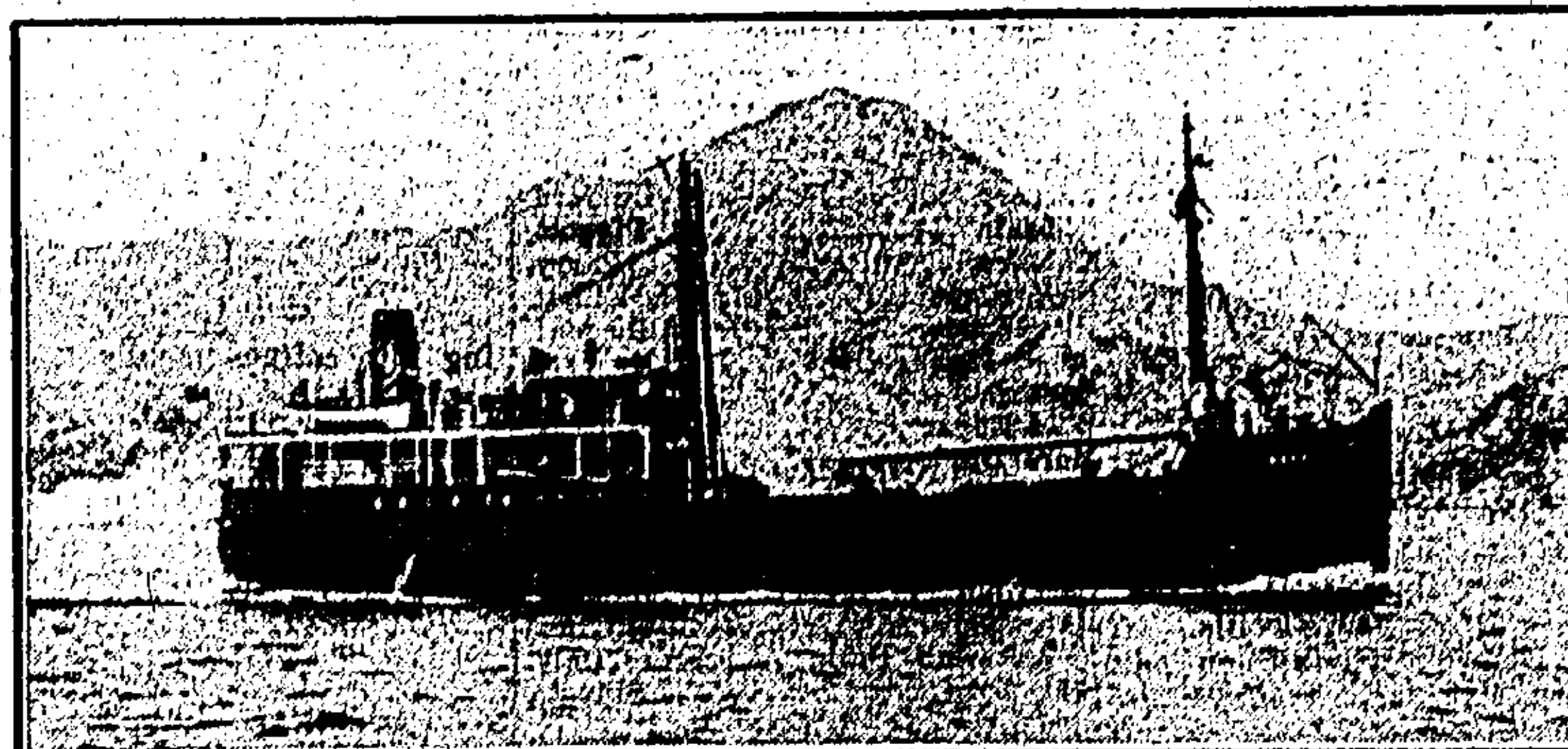
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Moderate Terms; facilities specially catered for.

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After dinner  
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Tuesday, Thursday  
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## RUNNYMEDE HOTEL LTD.—PENANG

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LARGEST BALLROOM IN THE STRAITS.

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PRODUCTS DIRECT FROM LONDON MARKET.

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Courtesy, Comfort, Service  
and Luxuries of Modern Hotel  
Construction

## THE HOTEL RIVIERA, MACAO.

Cable Address:—"RIVIERA, MACAO."

### "SKIRTS."

TO BE SCREENED AGAIN.

Film fans who revelled in Syd Chaplin's comical female impersonations in "Charley's Aunt" and other Syd Chaplin comedies will have another laugh feast when "Skirts," Syd Chaplin's latest picture for Metro-Goldwyn-Mayer, comes again to the Queen's Theatre on Tuesday next, for one day only. Chaplin again dons feminine garments to garner a smattering of laughs in this new film.

Printed and Published for the Proprietors by FREDERICK PERRY FRANKLIN, at 1 and 3, Wyndham Street, in the City of Victoria Hongkong.

## TORIES LOSE TWO MORE SEATS.

SCOTTISH MINER'S DAUGHTER SUCCESSFUL.

### BIG LIBERAL GAIN.

London, Mar. 22. Results of two bye-elections announced to-day show that the Conservatives have lost both seats. The Liberals gained one and Labour the other.

At Holland-with-Boston, the Liberal candidate won in a four-cornered contest. The figures were:

Mr. Bindell (Lib.) ..... 13,000.  
Mr. Blanco White (Lab.) .. 9,284.  
Mr. F. J. Vandenberg (Con.) 8,257.  
Mr. Dennis (Ind.) ..... 3,541.

Liberal maj. .... 3,808

At the last General Election, there was a three-cornered fight, the Conservatives winning. The present poll shows a Conservative decline of 7,202, a Labour shrinkage of 1,395 and a Liberal increase of 5,587.

North Lanark.

At North Lanark, caused by the death of Sir Alexander Spott (Conservative), the Labour candidate secured a win. The figures were:

Miss Jenny Lee (Lab.) .... 15,711.  
Lord Scone (Con.) ..... 9,133.  
Miss Mitchell (Lib.) ..... 2,488.

Labour maj. .... 5,578.

There were only two candidates at the last General Election, Conservative and Labour. The present poll shows a decline of 4,747 in the Conservative vote, whilst Labour has increased by 3,859.

Miss Jenny Lee, who has gained such a striking success, is the 26-year-old daughter of a Scottish miner. She attended an elementary school and her parents managed, with characteristic Scottish frugality, to send her to Edinburgh University. There she took a degree in Arts with honours and the degree of Bachelor of Laws. She won also a travelling scholarship on the Continent. She is now engaged as a school mistress. —*Reuter and British Wireless.*

## FENY YU-HSIANG'S ATTITUDE.

(Continued from Page 1.)

hsi who was reported to have been aboard. The skipper refused to permit the Chinese soldiers to go aboard and eventually a Japanese naval platoon escorted the Daien Maru up river.

Canton Soldiers Detained.

The China Merchants s.s. Kwangta from Canton, with 1,000 troops and a quantity of rifles and two machine guns aboard, was detained yesterday morning at Woonung forts, the Chinese authorities suspecting that the contingent had been sent from Canton for the purpose of creating trouble in Shanghai. —*Reuter.*

Defence Commissioner.

Nanking, Mar. 22. Chen Tiao-yuan has been appointed Defence Commissioner of the Tientsin-Pukow Railway. —*Reuter.*

## LATEST NAVAL MOVEMENTS.

CUMBERLAND LEAVES HERE FOR NANKING.

The cruisers Cleopatra and Carysfort arrived at Colombo en route to Hongkong on March 21. The two ships, along with H.M.S. Dartmouth, are due in Hongkong on April 8, with reliefs from England for the China Station. H.M.S. Cleopatra will proceed to Shanghai to effect relief of the crews of H.M.S. Magnolia and H.M.S. Cornflower in northern waters, while H.M.S. Carysfort will go up to Hankow with Yangtze reliefs.

The Dartmouth will leave Hongkong for England about April 18; the Cleopatra on April 30 and H.M.S. Carysfort about May 12.

Shortly after their arrival in England, the Cleopatra and Carysfort, together with H.M.S. Concorde, will sail for China with relief crews for the vessels of the Eighth Destroyer Flotilla. H.M.S. Bluebell, which is on her way home, has arrived at Singapore.

H.M.S. Cumberland, one of the new County cruisers, has left Hongkong for Nanking.

### THE KING'S HEALTH.

London, Mar. 22. H. M. the King passed another good day. His majesty spent an hour and a half in the grounds of Craigwell House and again walked a short distance. —*British Wireless.*

## FIXING AMOUNT OF REPARATIONS.

DEADLOCK AT COMMITTEE OF EXPERTS.

### GERMANY'S OFFERING.

Berlin, Mar. 22. For some time past the Committee of Experts on Reparations have been devoting their attention to fixing the total amount of the reparations to be paid annually by Germany, and great difficulty is being experienced in reaching a satisfactory agreement.

Dr. Schacht, the head of the German delegation to the conference, which is being held in Paris, arrived in Berlin to-day for the purpose of discussing with other officials the difficulties which have arisen with regard to the annual amount to be paid.

It is understood on reliable authority that the Experts have more or less agreed on a reduction from the figure reached this year under the Dawes Plan, and that Dr. Schacht suggested that it should be reduced to 1,400,000,000 marks.

Other members of the Committee of Experts suggested Mks. 1,750,000,000, which is equal to the fourth year payment under the Dawes Plan.

It is reported that the leading German industrialists are in favour of an attempt to reach a compromise. —*Reuter.*

## TOO "DANGEROUS" FOR GERMANY.

TROTSKY'S REQUEST TO ENTER REFUSED.

### REICH PRECAUTIONS.

Berlin, Mar. 22. After long consideration by the Government, it was stated semi-officially this evening that M. Trotsky's request for permission to enter Germany will not be granted.

The reason for the refusal is stated to be concerned with the state of Germany's internal politics, since Trotsky would undoubtedly choose a Prussian health resort if he took up residence in Germany.

In view of the fact that the Prussian Government favours the granting of Trotsky's request, the Government of the Reich will have no power to expel him if his presence became undesirable.

Trotsky is at present staying in Constantinople, where he arrived with his wife recently, after expulsion by the Soviet Government.

For some time he was kept in the Soviet Consulate at Constantinople, visitors being refused permission to see him, but later sanction was given for his liberty, and he applied through the German Minister for permission to enter Germany. —*Reuter.*

## GRAND NATIONAL DESCRIBED.

(Continued from Page 1.)

K.C.B. ....	Hogan.
Sandy Hook ..	Fish.
Dwight of Forest ..	Kennard.
Drummond ..	Balding.
Uncle Ben ..	Powell.
Herbert's Choice ..	Farrall.
Beech-martin ..	L. Rees.
Ruddyman ..	Parvin.
Gay Dog II ..	Birch.
Denburgh ..	Hardy.
Delarue ..	Wilson.
Ballyhaunwood ..	Goosell.
Camperdown ..	Goode.
Toy Bell ..	Morgan.
Mellera's Belle ..	Brookes.
Merrivale II ..	Bowdon.
Miss Babsodda ..	Thackery.
Fleet Prince ..	Regan.
Wild Edgar ..	Keogh.
Knight of Wilderness ..	R. Gubbins.
D.D.B. ....	G. Poole.
Darracq ..	Gossage.
Soldier's Joy ..	Kelly.
Irina ..	Burford.
Rathory ..	Piggott.
Kilbrain ..	Farry.
Kilbrain ..	G. Elliot.
Best Home ..	Blagood.
Big Wonder ..	Doherty.
Stage Management ..	Costello.
Theorem ..	C. McCarthy.
Wild Edgar ..	Harraway.
More Din ..	Wandry.
Kwango ..	Wall.
Clorango ..	Turner.
Duke of Florence ..	Maloney.
Carryduff ..	Williams.
Harewood ..	Daly.
Masterstown's Pride ..	Slimott.
Odd Cat ..	

### ROYAL HONEYMOON.

PRINCE OLAF AND BRIDE IN BERLIN.

Berlin, Mar. 22. The Crown Prince Olaf of Norway and his bride arrived at Berlin to-day on their honeymoon trip to the Riviera, and left this afternoon. —*Reuter.*

## TORNADO SWEEPS ALABAMA.

EXTRAORDINARY TRICK WITH SCHOOL BUILDING.

### BUILDINGS WRECKED.

New York, Mar. 22. Alabama, which has been suffering from devastating floods, was today swept by a tornado of considerable intensity, two negroes being killed instantly in the wreck of a number of buildings, while twenty other people were seriously injured. There were exciting rescue scenes as soon as the worst of the storm was over.

Thirty buildings within a five mile area were levelled to the ground in the region of Merrillton, while it is reported from Atlanta that the tornado struck a school building, near Piedmont, Alabama, and that twelve children were killed.

Later... A reassuring message has been received from Colhoun in respect of the wreck of the school at Piedmont. Apparently there were no deaths at all, though a number of the children were hurt.

That no fatalities occurred seems to have been little short of miraculous, as the tornado performed the amazing trick of turning the school, which was a wooden building, right round. The majority of the children were far more scared than hurt. —*Reuter's American Service.*

### DUTY OF THE CLERGY.

"MOCKED, DERIDED AND SCORNED."

The loss of the clergyman's prestige and its causes were the theme of a sermon which was followed with intense interest by a crowded congregation at Christ Church, Lanaster-gate, on Feb. 24. The preacher was Father Vernon, chaplain of the preaching order of the Divine Compassion, whose sermons have been drawing large congregations to Christ Church during the past year.

The sermon amounted to little short of an indictment of a large proportion of Church of England parsons, and a plea for a new and more spiritual attitude to their career, necessary if the Church was to recover the respect of the community, which by implication it had very largely lost. By placing himself on the same level as the layman, the preacher argued, the average rector was destroying the authority which attached to his vocation and which had given him his influence in the past.

"We see the clergyman mocked, derided, and scorned, in conversation, in books, and on the stage," said Father Vernon. "Instead of being deferred to and listened to with respect, as was once the case, he is more often pointed to as a figure of fun. It is a tragic thing for this country when the ministers of the national religion are fallen into such a low esteem by the people."

"Our clergy have been too often of the type of good country gentlemen. It was a common occurrence for the third son of the wealthy or noble landowner to enter automatically into the family living, where he led the same kind of existence as that of a country squire. He became the figure-head of the village, and in so doing lost touch with the common people."

It was time, Father Vernon continued, that the Church got rid of the bazaar-opening, committee-presiding, tea-visiting social vices, who thought that his duties began and ended with keeping on good terms with the gentry of the neighbourhood, and whose biggest ambition was to be known as a "good fellow," just like any ordinary man.

"The clergy is acting directly against its real purpose when it aims at being successful in the layman's sphere—in such things as finance and organization. It is easy enough to act on this plan and boast that you are a practical man as well as a clergyman. We do not want that. It is not the clergyman's job. He is here to take charge of the spiritual side of our lives."

Father Vernon said that what the cottager looked for in the priest was an appreciation of the supernatural element of his calling, and in the mystical power of baptism, confirmation, and Communion. "He does not want the rector coming into cottage merely to take a cup of tea and gossip," he added.

### LANCASHIRE COTTON TROUBLES.

SHORT-TIME PROPOSAL DOES NOT MEET WITH FAVOUR.

London, Mar. 22. At a meeting of the Trade Committee of the Federation of Master Cotton Spinners held at Manchester to-day, it was announced that the requisite eighty per cent. vote in favour of a proposal to close the cotton mill of the American section on Saturdays and Mondays in April had not been obtained.

The Committee, therefore, decided not to take any further action regarding the short-time proposal. —*Reuter.*

## LON CHANEY

IN

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WITH **WARNER BAXTER** and **FORD STERLING**

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